

## APPENDIX 1: DELIVERY DOCUMENT





LAND TO THE WEST OF  
**FAIRLANDS**  
A NEW NEIGHBOURHOOD

MAY 2018

# Contacts



## THAKEHAM

### Thakeham Homes

Thakeham House, Summers Place, Stane Street  
Billingshurst, West Sussex RH14 9GN  
T. +44(0)1403 787300

[www.thakeham.com](http://www.thakeham.com)



### Barton Willmore

7 Soho Square,  
London W1D 3QB  
T. +44 (0)20 7446 6888

[www.bartonwillmore.co.uk](http://www.bartonwillmore.co.uk)



### EAD

3 Colleton Crescent,  
Exeter EX2 4DG  
T. +44 (0)1392 260420

[www.eadconsult.co.uk](http://www.eadconsult.co.uk)



### London Studio

23-25 Great Sutton Street,  
London EC1V 0DN  
T. +44 (0)20 7017 1780

[www.jtp.co.uk](http://www.jtp.co.uk)



### RPS Planning & Development

321 Bradford Street,  
Birmingham, B5 6ET  
T. +44 (0)121 213 5500

[www.rpsgroup.com](http://www.rpsgroup.com)



### CgMs

140 London Wall,  
London, EC2Y 5DN  
T. +44 (0)20 7832 1481

[www.cgms.co.uk](http://www.cgms.co.uk)

# Contents

Thakeham	1
Our Vision	3
The Site	4
Location & Access	5
Local Character	6
Planning Context	7
Constraints & Opportunities	8
Design Principles	16
Design Concept	18
Masterplan	20
Landscape Strategy	24
SANG Strategy	25
Access Strategy	26
Delivery	28
The Benefits of Development	33

PROJECT CODE	01399
CREATED BY	LW
CHECKED BY	AD
ISSUE TYPE	FINAL
ISSUED ON	09 MAY 2018

#### DISCLAIMER:

This report has been prepared for the sole use of **Thakeham Homes** and for the intended purposes as stated in the agreement between **Thakeham Homes** and JTP. No responsibility or liability is accepted towards any other person in respect of the use of this report or for reliance on the information contained in this report by any other person or for any other purpose. The use of this report by unauthorised third parties without written authorisation from JTP shall be at their own risk, and JTP accept no duty of care to any such third party. This document may contain photographs of and/or quotes from participants in the Community Planning process. Publication is intended as a record of the event(s) rather than a representation of the views of the subject(s).

# Thakeham

This document demonstrates the deliverability of a sustainable new community to the west of Fairlands.

The proposal sets out how the site can positively contribute to new housing within the Borough whilst providing significant social and environmental benefits in the form of a new park and ride and recreational spaces, including a new SANG to mitigate impact on the Thames Basin Heath SSSI.



Attractive, high quality homes (a recent Thakeham Homes development)

Thakeham is delighted to submit proposals promoting the development of a new community upon land to the west of Fairlands.

Thakeham supports key values in every development it creates, with a vision to ensure cohesive working with a Site's natural features as a core principle of design. Respecting the local vernacular and enhancing natural features ensures the creation of a real sense of place within a development.

With a highly qualified management team and developed procedures and systems, Thakeham are well placed to deliver a high quality, socially, environmentally and economically sustainable extension on the western side of Fairlands in a timely fashion. They have delivered sites ranging from small and medium developments to strategic urban extensions. They work positively and proactively with local residents, councils and other stakeholders to drive quality design, making a positive contribution to the locality that surrounding communities and future residents can be proud of.

This document has been prepared to support Thakeham's representations to the Local Plan Examination (May 2018) and supersedes the 'Land to the West of Fairlands, A New Settlement' document submitted for the Regulation 19 consultation.

Thakeham and its appointed consultant team have studied the site and its context in order to identify and understand the opportunity that exists and the factors that need to be addressed in order for the site to be brought forward successfully through the planning process.

This document summarises the survey and assessment work that the team has undertaken to date and synthesises this into a masterplan framework that fully delivers the potential benefit of all factors in a comprehensive and coordinated placemaking proposal. It is then intended that the masterplan will then be updated as the evidence base evolves.



# Our Vision

Thakeham's vision is to create a successful, sustainable place where people aspire to live; a characterful new neighbourhood of outstanding homes and facilities sitting comfortably alongside existing homes; offering residents and visitors a high quality of life, both now and in the future.



**This is a chance to create a place which will be characterised by:**

- Clusters of attractive homes, interwoven with landscaped public spaces and water, forming a variety of memorable places with distinct character;
- Outstanding public realm and community facilities, creating an inclusive environment which promotes people's health, happiness and wellbeing;
- High quality pedestrian/cycle routes and a new Park & Ride facility, providing excellent access to schools, jobs and amenities; and
- A strong sense of identity, creating a place where people feel they belong.



# The Site

The Site is situated within the county of Surrey. It is located immediately to the west of the residential settlement of Fairlands.

Immediately to the north of the site lies the A323 Aldershot Road which runs through areas of woodland and provides connectivity to Guildford and the neighbouring villages. This area is identified as Littlefield Common Site of Nature Conservation Importance.

Farmland and woodland surrounds the site to the south and west. Beyond this, to the south is the settlement of Wood Street Village, a clustered and linear village in the parish of Normandy, while further to the south east lies the large town of Guildford.

The Site and its surrounding landscape context comprises a mosaic of irregularly shaped fields bounded by hedgerows and treebelts. A number of the hedgerows are visible on historic maps and have defined the boundary edges for many years. Topographically, the Site gradually slopes down from the south of the site towards the north of the Site.

The Site itself is not covered by any national, regional or local designations. However, Grade II\* listed Littlefield Manor and an adjacent Grade II listed barn sit in the middle of the site, albeit outside the red line area, and an appreciation of their significance and setting forms an important part of this study.

## Key Site Features

The key landscape features which are to be incorporated into the masterplan are as follows:

- Footpaths crossing the Site
- Drainage ditches, particularly along the eastern boundary of the Site and alongside footpath 456
- The ponds within the Site, including those in the land south of Aldershot Road;
- Mature trees in the east of the Site, subject to tree survey, to the rear of properties on Gumbrells Close and Envis Way
- Trees and hedgerows within the Site where practicable and subject to tree survey, including individual tree in south-west of Site
- Areas of woodland planting within the proposed SANG



General view of southern part of site



Listed Littlefield Manor and barn (from the west)



View of western edge of Fairlands from within the site



# Location & Access

A new access is proposed, which will connect the site to the A323 (Aldershot Road) to the north as part of a new three arm roundabout.

The A323 is a two lane single carriageway providing a good road connection to Guildford to the south east and Aldershot to the west, from where the A331 provides access to Junction 4 of the M3 to the north.

To the north of the site there are footways along the southern side of Aldershot Road. Within the residential area of Fairlands there is a good network of footways and roads suitable for cycling.



Aldershot Road - new access to be provided on left hand side of road

## Bus

The proposed development lies within close proximity of regular bus routes which stop at Aldershot Road adjacent to the site access. Four busses are easily accessible from the site (Routes 17A, 520, KITE and Pt5) providing services to Guildford and Aldershot. A new park and ride will provide additional services to Guildford.

## Rail

The nearest rail station is located in Guildford town centre, approximately 5km south of the site. Guildford rail station is an interchange offering frequent services to London, Reading, Portsmouth, Redhill and Ascot.

## Public Rights of Way (PRoW) & Other Pedestrian Access

The site is crossed by two PRoW and there is an additional PRoW to the north and south of the site. These access points offer connectivity into Fairlands, Wood Street Village and the surrounding countryside.



Public Right of Way through site

Local Facilities	Distance from centre of site (approx. to centre)
<b>Education</b>	
Worplesdon Primary School	0.8km
Guildford High School	6.1km
Kings College	3.6km
<b>Health &amp; Community</b>	
Royal Surrey County Hospital	4.4km
Fairlands Practice	0.55km
Fairlands Dental & Implant Centre	0.55km
Guildford Library	5.5km
Saint Mary the Virgin	2.5km
<b>Shopping/Retail/Leisure</b>	
Fairlands Sub Post Office	0.65km
Fairlands Total Convenience	0.65km
Tesco Superstore	4km
Guildford Centre	6km
Odeon Guildford	5.3km
Surrey Sports Centre	4.5km

# Local Character

A key part of Thakeham's placemaking philosophy is a commitment to ensure that all our schemes are sympathetically designed to be in harmony with the local landscape and building traditions.

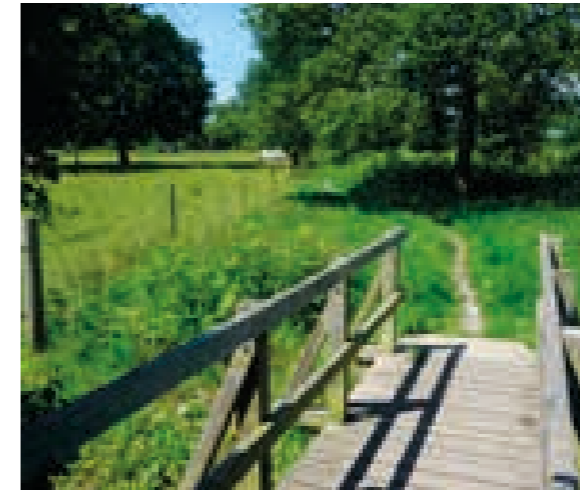
The particular character of the site is defined by surrounding trees and woodland which give it a relatively enclosed feel. The northern part of the site is less natural than the southern, having been used for equestrian purposes and this suggests the possibility of approaching the design of the two halves of the site in a subtly different way.

Littlefield Manor, a Grade II\* listed building, is located in the middle of the site and is surrounded by attractive gardens and various outbuildings, including a grade II listed barn. The main front of the house is Jacobean in style with three distinctive red brick gables, while parts of the house behind are older. The house is approached via a sweeping drive from the north-west.

The eastern edge of the site is characterised by its relationship with the adjacent settlement of Fairlands. This settlement is characterised by long sweeping roads with grass verges and very few street trees. Houses and bungalows are typically set well back from the footpath edge behind well-landscaped front gardens and driveways. In combination, this creates little sense of enclosure. Architecturally, buildings are relatively simple pitched roof boxes constructed in various colours of brick and elements of render.

Further afield, residential development is sometimes strung out along the principal routes or more typically clustered in the form of a traditional village. An attractive example of the latter is Wood Street Village to the south-west of the site, a collection of village homes clustered around a large triangular village green, with a duck pond at one end. Homes are generally Georgian or Victorian in character, with some earlier and later examples mixed in, and faced in red brick or rendered in a variety of colours.

To the south east of the site, a more suburban character becomes apparent as the outskirts of Guildford are reached.



# Planning Context

The emerging Local Plan includes a housing requirement for 12,426 dwellings over the plan period 2015-2034, which equates to 654 dwellings per annum. This is based on the Objectively Assessed Need for housing (OAN) identified in the March 2017 Guildford Strategic Housing Market Assessment (SHMA) update. This figure is somewhat lower than growth strategy of 13,860 dwellings in the earlier stages of plan making, and supporting submissions made by RPS consider that there is more work to be done to establish the correct OAN for the Borough, in addition to meeting unmet need arising from Woking.

Thakeham are aware of other objections to the proposed housing requirement and continue to recommend that the housing requirement is increased to account for the unmet need of Woking. To fulfill this additional growth further allocations will be required.

Land west of Fairlands was considered as part of the Draft Local Plan (2014) as an appropriate location for safeguarded land to be removed from the Green Belt. The site was included for this allocation after positive consideration in the 2013 Guildford Green Belt and Countryside Study (Vol III), where it was considered that development could come forward on the proposed development site at Fairlands without significantly compromising the purposes of the Green Belt and is relatively unconstrained in environmental capacity terms.

The site has since been discussed in the Vol 5 Green Belt Study (2014). This did not consider the site as favourably, however this related to a wider parcel of land. Land west of Fairlands is not currently included within the Council's preferred strategy for housing or safeguarded land, however Barton Willmore consider that the site provides only a limited contribution to the purposes of the Green Belt and can be released for development as part of the emerging Local Plan. It is considered that Land west of Fairlands can make an important contribution to the emerging Local Plan and provide growth in a location consistent with the Council's aims to promote sustainable development in the Borough



Guildford Cathedral



Typical housing in Fairlands

# Constraints & Opportunities

## Landscape Character

The Site and the Study Area are reflective of the baseline as described within the published landscape character assessment, i.e. a rolling landscape with a structure of woodlands, shaws and hedgerows and interspersed with areas of suburban and ribbon development. The overall impression is of a settled landscape with farmsteads and settlements present within views.

The land within the proposed residential area of the Site is flatter than the undulating landscape to the south and west, as the land approaches the bottom of the valley. The northern part of the proposed residential area, in particular, is less reflective of the local landscape character, due to hedgerow loss and field rationalisation. In this area, the horticultural uses of the Site are more prominent, as is the proximity to the built edge of Fairlands.

The Settlement of Fairlands dates to the late 20th Century and does not reflect the local vernacular architecture but is, rather, a typical post-war housing development.

The area southern and western extents of the site are more reflective of the local landscape character with a strong network of vegetation and an irregular small to medium scale field pattern.

## Landscape Appraisal

There are three main areas to the Site:

- Nine irregularly shaped pastoral fields located to the immediate east of Fairlands, identified within the proposed masterplan as the main area of residential development and associated open space;
- Four additional scrub fields south of Aldershot Road which form the proposed access and the Park and Ride scheme; and
- 6.8 ha of land to the west of the residential area and Littlefield Manor, including Round Hill, to provide an area of Suitable Alternative Natural Greenspace (SANG).

### Designations

- The Site is located within the Metropolitan Green Belt, and Fairlands is currently washed over. However, the emerging Local Plan proposes the inseting of Fairlands from the Green Belt, as a result of the Green Belt and Countryside Study, which identifies that Fairlands does not make a positive contribution to the Green Belt.
- There is an area of Ancient Woodland to the south of Round Hill within the proposed SANG.

### Topography & Hydrology

- The Site is located to the north of the North Downs and to the south of a low-lying valley of streams and ditches. Narrow ridges of higher ground extend north from the North Downs, creating an undulating landscape to the south-west and south-east of the Site.
- The Site itself is generally level, rising gently from the north to the south-western corner and rising to the west of Littlefield Manor at Round Hill which is located within the proposed SANG.
- Ditches and ponds occur within the Site, mainly around the edges of the proposed residential area and within the land south of Aldershot Road.

### Settlement

- The Site is located to the immediate east of Fairlands and the existing settlement edge forms the eastern boundary of the Site. The area is characterised by frequent farmsteads and ribbon development. Littlefield Manor and its associated buildings is surrounded by the Site but does not form part of it.

### Access & Rights of Way

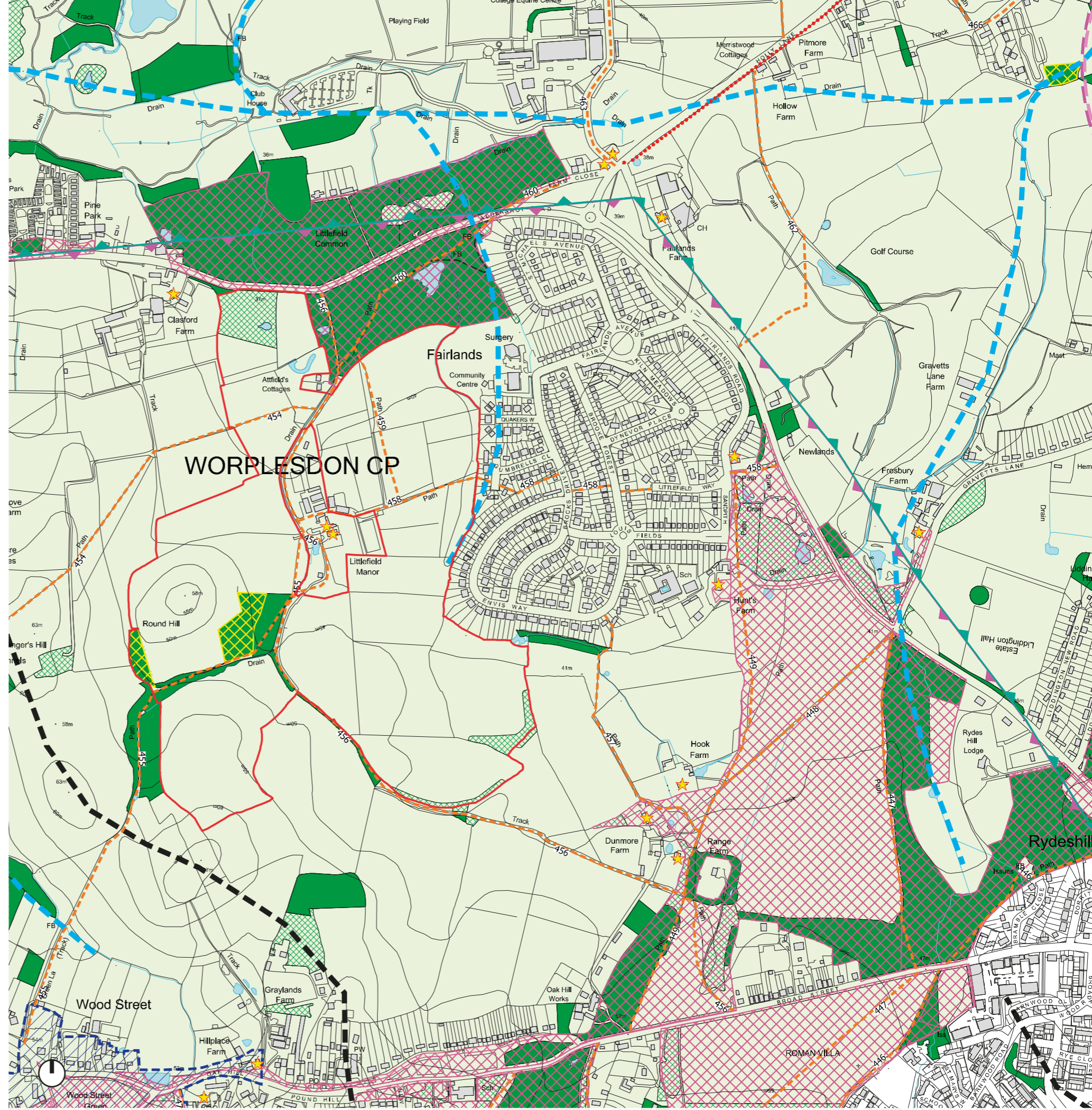
- The main vehicular access into the Site comprises the access track to Littlefield Manor which runs south from Aldershot Road. This also forms part of the extensive footpath network running through and around the Site. These footpaths connect into a wider network, running between Fairlands in the east and Wood Street in the south-west.

### Vegetation & Field Pattern

- The proposed main residential area is surrounded to the north by Littlefield Common, an area of woodland running along the south of Aldershot Road. The northern part of the proposed residential area of the masterplan is unvegetated and has been subject to hedgerow removal. The southernmost part of the proposed residential area is more vegetated and provides a transition to the wider landscape.
- The proposed SANG contains a block of woodland to the immediate west of footpath 456, which connects to a network of shaws and hedgerows with trees. These further connect to a wider network of hedgerows, tree belts, shaws and areas of small woodland which connect together to form a strong green infrastructure.
- There is a line of large mature trees in the east of the Site, around the central footpath, which gives this part of the Site a parkland character.

# Visual Appraisal

- The Site is generally well contained from medium to long distance views with one exception of a view from the footpath to the north-west of the Site looking into the northern part of the proposed residential area. Short distance views are possible from the neighbouring properties and paths.
- The visual containment is created by the woodland within Littlefield Common to the north, existing built form to the east and landform and vegetation to the west and south.



### KEY

-  Site Boundary
-  Goddards' Green Business Park (Permitted Development)
-  Northern Arc (Development Allocation)
-  Proposed Future Science & Technology Park
-  Public Rights of Way \*
-  Cycle Route ++
-  Listed Buildings ~
-  Ancient Woodland #
-  Strategic Gap \*\*

- Sources:
- ^ OS Mapping
  - # Natural England GIS Data Set
  - ~ Historic England National Monument Record GIS Data Set
  - \* West/East Sussex County Council PROW GIS Data
  - ++ Department of Transport (DoT) GIS Cycle Network Data
  - \*\* Mid Sussex District Council Local Plan Proposals Maps

# Constraints & Opportunities

## Landscape Constraints & Opportunities

The following constraints and opportunities to development have been identified as a result of the landscape and visual appraisal. These are summarised below:

- The northern area of the Site is generally suitable for medium density development as there are few landscape constraints and it is generally visually contained to the north, east and west (with the exception of medium distance glimpsed views from a short stretch of the footpath to the west).
- Lower density development should be located along the boundaries with the footpaths to the north-west and south-west, allowing space for large-scale trees and hedgerow planting to soften the proposed settlement edge.
- All footpaths crossing the Site should be maintained and their settings protected and incorporated into the proposed layout, with development providing positive frontage overlooking the routes.
- All trees and hedgerows existing within the Site should be protected, reinforced and strengthened and enhanced where practicable.

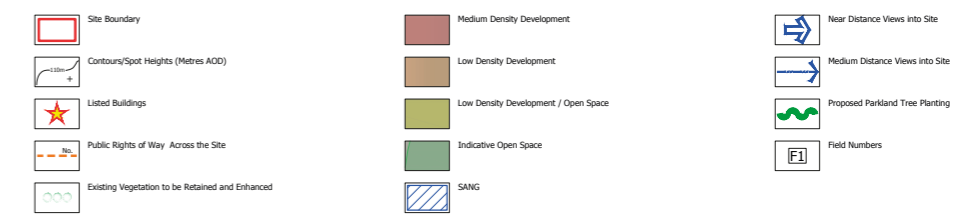
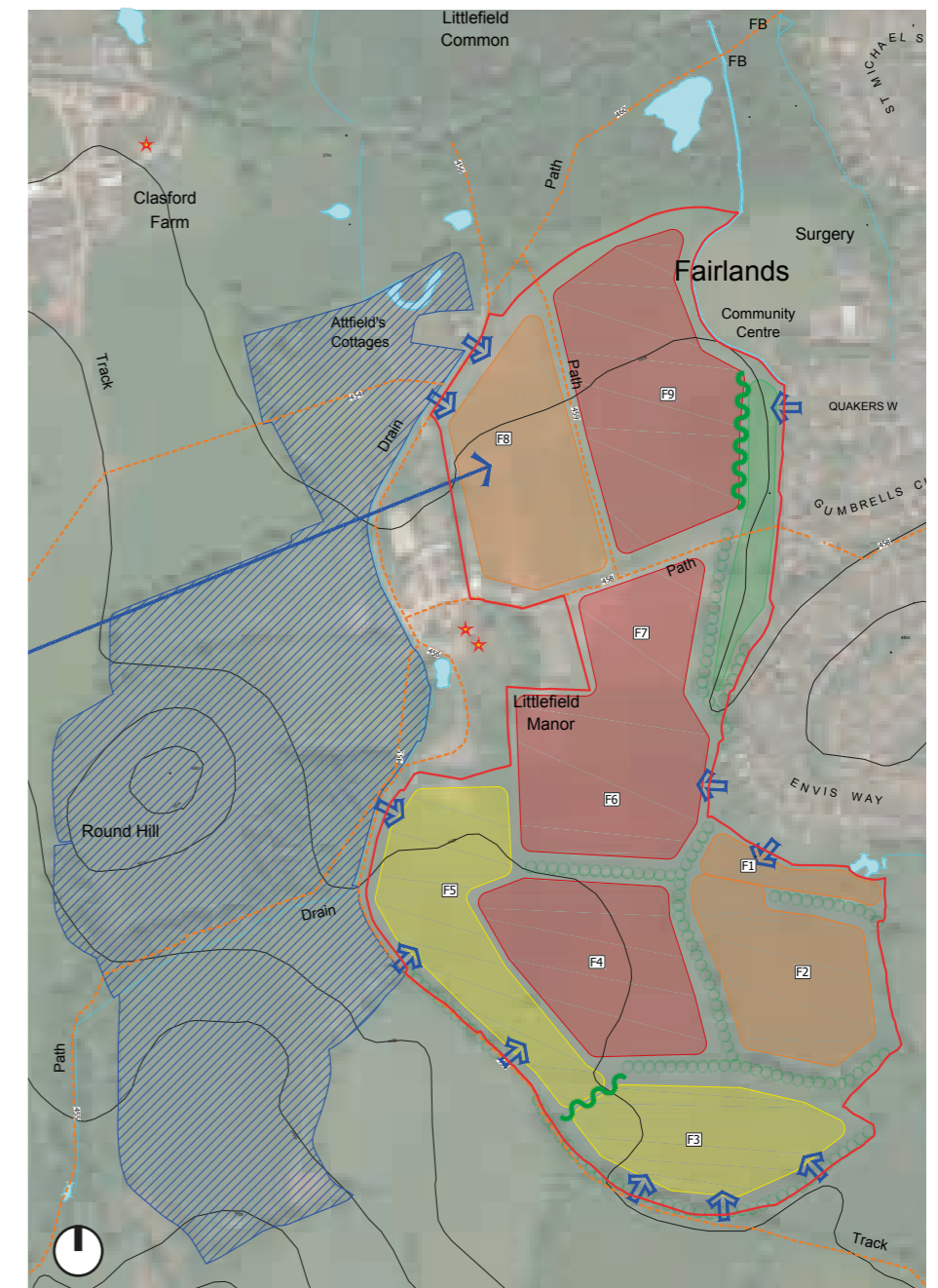


View looking east into southern part of site

- New tree and hedgerow planting should be established where appropriate to contribute to the wider green infrastructure network.
- The mature individual parkland trees in the east of the Site to the south of the footpath 458 should be protected and enhanced within an area of open space. This treatment should be replicated to the north of the footpath.
- Consideration should be given to the setting of Fairfield Manor.
- Consideration should be given to the open space associated with the community centre to the north-east of the Site.
- Consideration should be given to the boundary with the woodland at Littlefield Common to the north.
- The field ponds should be protected and enhanced and consideration given to its setting.
- The Park and Ride and associated access road should be designed to work around the existing landscape assets, and to provide space for new areas of native tree planting.
- The Park and Ride and proposed access road should be designed to reflect its rural location.
- The design of the SANG should be reflective of relevant guidance.



Entrance elevation of Littlefield Manor; Grade II\* Listed



### Transport

The site has a limited frontage onto the public highway but is sufficient along Aldershot Road to accommodate a good site access in the form of a 3 arm roundabout.

The A323 in the vicinity of the site carries approximately 1,200 to 1,300 during the peak hours. This is not an excessive volume of traffic for a two lane single carriageway distributor road connecting two busy and successful towns like Aldershot and Guildford, but it is recognised that as one approaches Guildford the traffic volumes increase, and there is a degree of peak hour congestion. Guildford Borough Council and Surrey County Council both have a wide range of strategies (public transport, cycling and walking) to address such congestion. There is potential to provide on-site a park and ride, which will, we believe, complement the strategies of the local authorities.

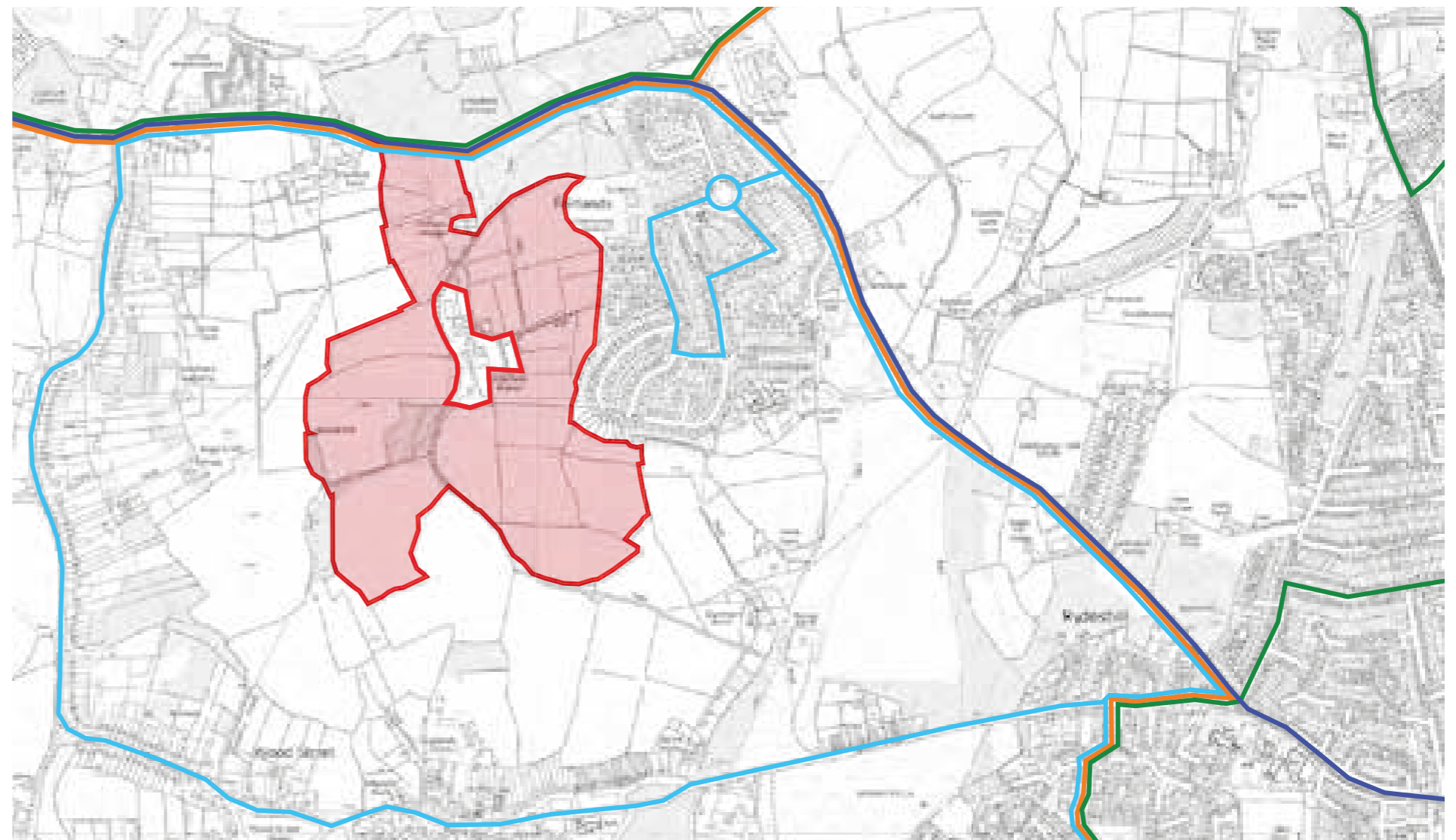
### Flooding & Drainage

The Environment Agency's (EA) flood map indicates that the site is located within Flood Zone 1 defined as having a 'low probability' (land having a less than 1 in 1,000 annual probability of river or sea flooding). The Guildford Borough Council SFRA Flood Map (2016) also indicates that the site is located within Flood Zone 1. The EA mapping indicates that there are no formal flood defences in close proximity to the site and that the site is not located within a Source Protection Zone (SPZ).

EA surface water flood mapping indicates that the majority of the site is at 'very low' risk of flooding. Although (as one would expect), during periods of exceptionally heavy rain fall small areas of standing water can appear adjacent to the existing ponds and watercourses overall the site is considered to have a very low susceptibility to surface water flooding.

BGS maps indicates that the site is directly underlain by bedrock of the Bracklesham Group and Barton Group to the north and the Thames Group to the south. Both groups comprise a mix of Silty clay/mudstone, sandy silts and sandy clayey silts of marine origin. The SuDS manual states shows that soils consisting of mudstone, clay and silt are a poor infiltration media, and as such the site will have limited infiltration potential.

Key	
	The Site
	17 / 17A
	520
	KITE
	PTS



Local Bus Routes

# Constraints & Opportunities

## Ecology

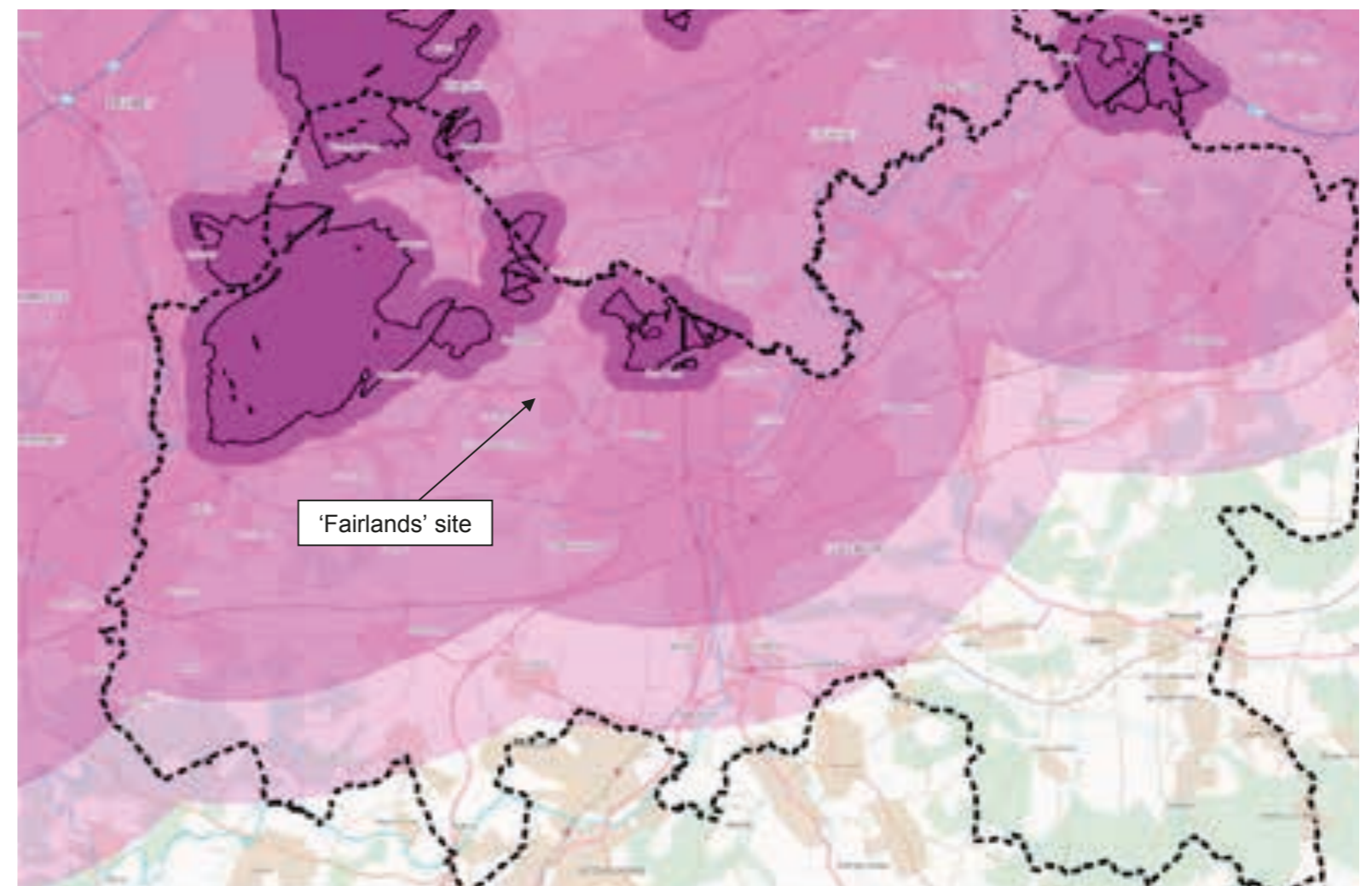
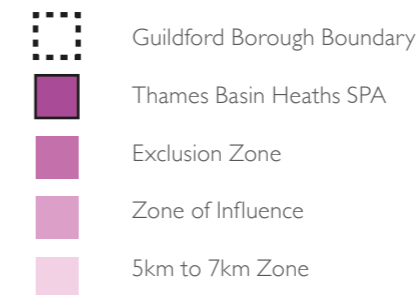
The site lies approximately 1.3km from Thames Basin Heaths Special Protection Area (SPA) and Thursley, Ash, Pirbright and Chobham Special Area of Conservation (SAC). Further statutory designated sites within 5km of the site include six Sites of Species Scientific Interest (SSSI) and three Local Nature Reserves (LNR); the closest of these is Ash to Brookwood Heaths SSSI, which is approximately 1.3km north west of the site. Eleven non-statutory designated sites occur within 2km of the site; the closest is Littlefield Common Site of Nature Conservation Importance (SNCI), which lies adjacent to the northern boundary of the site.

Habitats of high to moderate ecological value within the site include semi-improved neutral grassland, ponds, semi-natural broadleaved woodland (including ancient woodland), species-rich hedgerows and mature trees. These are Priority Habitats for which site development would seek to retain, protect and enhance. Other habitats within the site boundary include improved grassland, poor semi-improved grassland, scrub and tall ruderal habitat; these are habitats of lower ecological value.

Habitats within the site could potentially support protected and/or notable species. Further surveys would be undertaken to determine species composition and extent of associated constraints. At this stage, proposed surveys would include amphibian (including great crested newt), reptile, breeding bird, badger, dormouse, bat activity and bat roost surveys.

To mitigate recreational impact on the Thames Basin Heath SPA major new developments are required to provide 8ha of SANG for every 1,000 population. All new developments are required to fall within the 'catchment' of a SANG which has capacity to provide the area required above. To help deliver this Guildford Borough Council (GBC) has published the 'Thames Basin Heath Special Protection Area (SPA) Avoidance Strategy SPD' (July 2017). This identifies current and potential strategic SANGs within the Borough as shown on the following plan.

Ash Lodge Drive SANG has full planning approval and has been constructed. At the time of writing however, the SANG has not been legally transferred to GBC and thus no development can be allocated to the SANG. For this reason, Ash Lodge Drive SANG is still identified as 'potential'. Russel Place SANG and Manor Farm SANG also have full planning approval but have yet to be constructed.



SPA Zones in the borough of Guildford



In addition to the above, further SANG 'options' occur at Broad Street and Backside Common and Stringers Common, Worplesdon, and Tongham Pools, Tongham. Both sites are currently owned by Surrey County Council but are not considered 'preferable' by Guildford Borough Council and are not considered in detail in the 'Avoidance Strategy'.

The site occurs to the west of Guildford and is located within the catchment of the existing Riverside Nature Reserve SANG. It also occurs within the 'potential' Russel Place Farm SANG catchment at Wood Street Village and the 'potential' Burpham Court Farm SANG catchment to the north of Guildford.

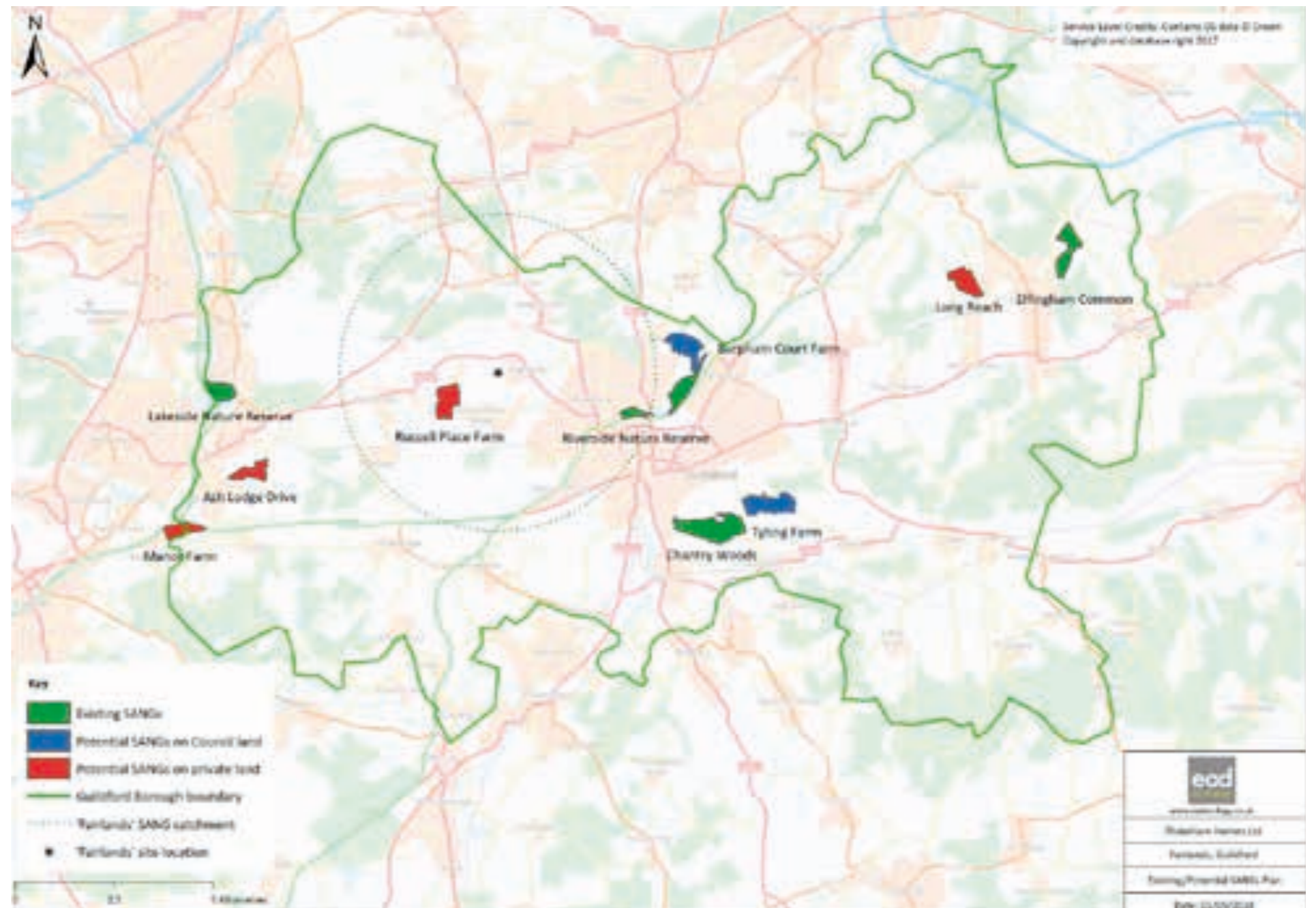
At the end of March 2017, the amount of unallocated SANG remaining at the Riverside Nature Reserve was 4.69ha (GBC 2017). This provides sufficient SANG for 244 units. GBC is currently in the process of updating existing SANG capacity numbers, which will be documented in its Annual Monitoring Report for 2018. As development within the Borough will have passed through another annual cycle, it is anticipated that the capacity of Riverside Nature Reserve SANG capacities for Russell Place Farm and Burpham Court Farm have yet to be confirmed.

To provide for the site and minor developments in the area a bespoke Suitable Alternative Natural Greenspace (SANG) could be delivered in the west of the site. In conjunction with the Strategic Access Management and Monitoring (SAMM) contribution, site development could be undertaken in accordance with relevant national and local planning policy and guidance. The SANG would also mitigate potential recreational impacts on SSSIs, which form part the SPA and SAC; no other statutory designated sites would be affected by the development. Littlefield Common SNCI, immediately adjacent to the site would be protected during and after construction.

The 16.8ha proposed would provide mitigation for 875 units, providing for the 550 units proposed on-site and a further 325 units. The SANG catchment area would be 4km.

The proposed SANG would lie close to the main urban conurbation of Guildford and close to the Thames Basin Heath SPA. If delivered the proposed SANG would facilitate residential delivery of minor developments in the west of Guildford area. It is

therefore considered that the SANG would provide a sustainable SANG location, close to Guildford, and would function effectively as an interceptor location, given its geographic position relative to the Thames Basin Heath SPA.



Existing and Potential SANGs in Guildford Borough: Source: Guildford (GBC, 2017)

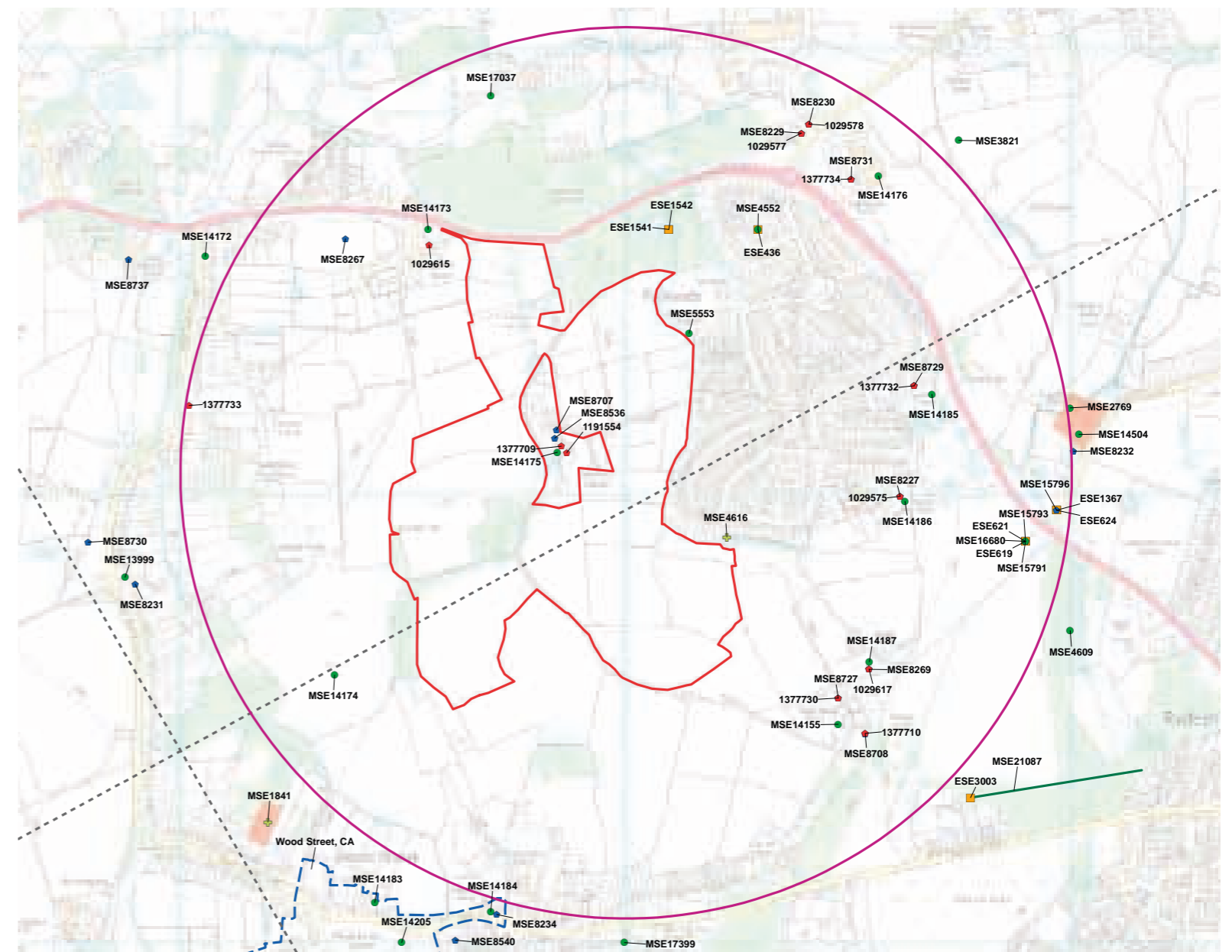
# Constraints & Opportunities

## Heritage

- There are 17 listed buildings within a 1km radius around the site, of which 16 are Grade II listed.
- Littlefield Manor is a Grade II\* Listed Building located within the centre of the site but separate from it, and is located adjacent to the Grade II Listed 'Barn 5 Yards to the Left of Littlefield Manor'. The immediate setting of these heritage assets is limited to the manor farmyard and gardens. Whilst development at the site would have no direct impact upon either of these heritage assets or upon their immediate setting, the site forms part of the wider setting of Littlefield Manor.
- The western extent of the site is generally more open affording views of the Manor's principal elevation. This should be retained as open space, maintaining the existing views and historical functional relationship.
- To the east, views of the building are more restricted, generally to the upper elements of the listed building. Directly east of the listed building and directly south, fuller views are possible, allowing for an appreciation of the architectural interest of the listed building. The area directly east of the building should be retained as open space maintaining these views.
- Clasford Farm House is a Grade II Listed Building immediately north west of the site. The designated heritage asset is currently largely screened from the site by plant screening.
- All remaining listed buildings within the study area (1km from the site) are set some distance from the site which forms part of their wider rather than immediate setting.
- Wood Street Green Conservation Area is located c.350m south of the site.
- Non-designated landscape features of local importance are present in the form of historic route ways through the site, and historic hedgerows, field boundaries and woodland.
- There are no designated archaeological assets, as defined in the NPPF, recorded on the site. The site is not located within an 'Area of High Archaeological Potential'. A possible Roman Road alignment passes through the site.
- Based on the available evidence, the site is considered to have a low to moderate archaeological potential for the Prehistoric

periods, and a high archaeological potential for the Roman period if the projected course of the possible Roman road is correct. A moderate archaeological potential is identified for the Anglo-Saxon/Early Medieval and Medieval periods. A low archaeological potential has been identified for all other periods of past human activity.














- Site Boundary
- Search Radius 1km
- Designated Heritage Assets:**
  - Listed Building
  - Conservation Area
  - Area of High Archaeological Potential
- Non-Designated Heritage Assets:**
  - HER Record (Point)**
    - Building
    - Find Spot
    - Monument
  - HER Record (Linear)**
    - Monument
    - Projected Roman Road
  - Previous Archaeological Work:**
    - Event Record (Point)

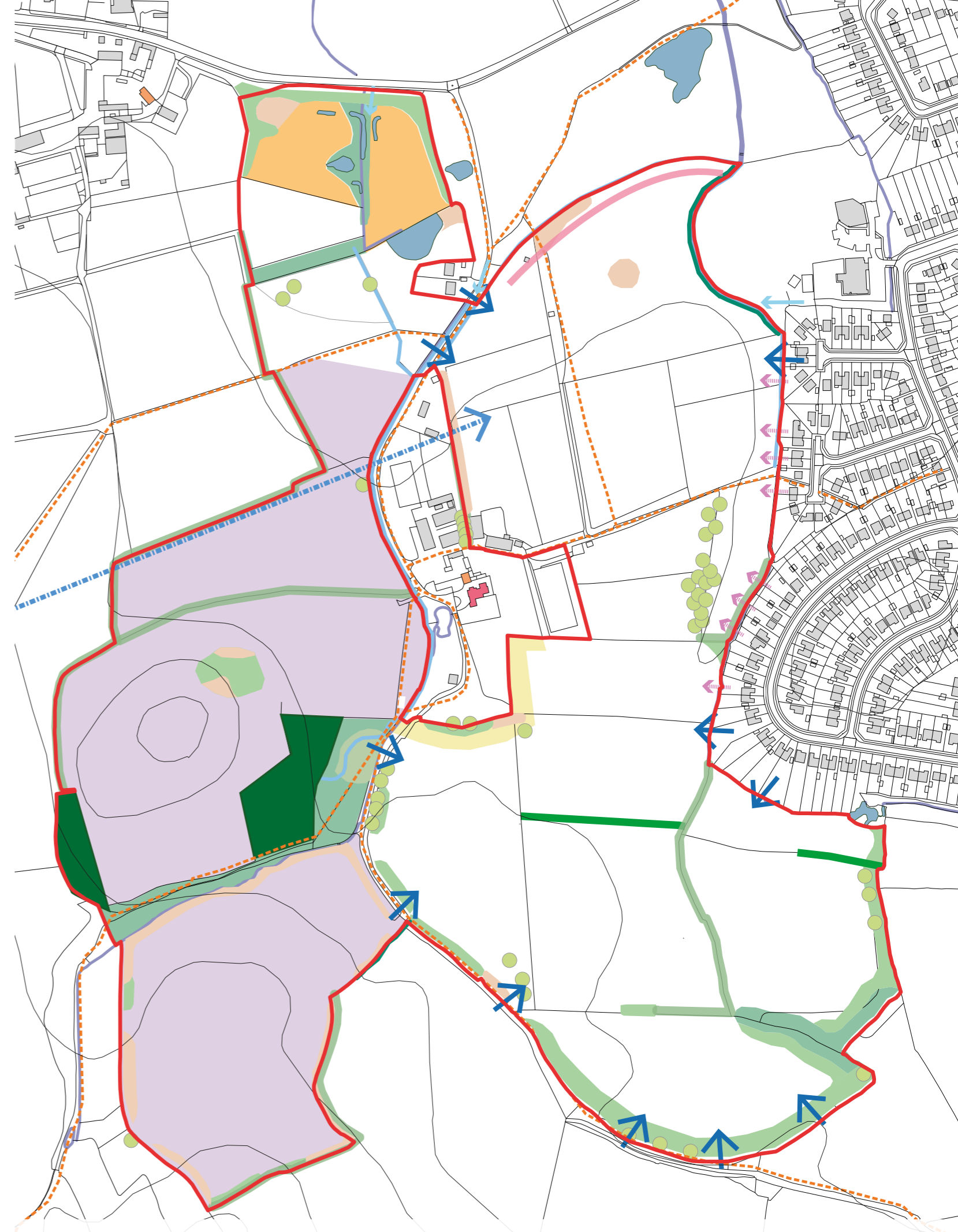


Map of Heritage Assets

# Summary of Constraints

This plan summarises the key constraints identified by the various disciplines. This plan has been used to inform the subsequent design strategy and concept masterplan.

-  Site Boundary
-  Building
- Ecological Constraints**
-  Dense Scrub
-  Scattered broadleaved trees
-  Semi-improved neutral grassland
-  Semi-natural broadleaved woodland
-  Species-rich hedgerow
-  Species-rich hedgerow with trees
-  Standing water
-  Wet Ditch within the site
-  10m Buffer to Woodland
-  Ancient woodland
- Landscape Constraints**
-  SANG
-  Public Rights of Way
-  Near distance views into Site
-  Medium distance views into Site
-  5m Contours
-  Hedgerow to be retained or enhanced
- Heritage Constraints**
-  Grade II Listed Building
-  Grade II\* Listed Building
- Additional Constraints**
-  Overlooking from Residential
-  Close proximity to curtilage of Listed Building
-  Potential Vehicular access



Constraints Plan

# Design Principles



## PLACE-MAKING:

A development which places as much importance on the space between buildings as the buildings themselves.

## LOCAL VERNACULAR:

Buildings which reflect the best of the architecture found locally and utilise materials which are sympathetic to the locality and will weather beautifully.

## CHARACTER & IDENTITY:

A place which is sympathetic to, but distinct from its surroundings, creating a place which is memorable and engaging.



## HIGH QUALITY DEVELOPMENT:

A place where people will aspire to live; with well designed streets and homes which will stand the test of time.



### LANDSCAPE:

An environment which enhances the best of the existing landscape and ecology to define attractive spaces with a real purpose for all age groups.

### SUSTAINABILITY:

An environment which encourages greener ways of living through reduced energy demand, resource efficiency and sustainable transport options.



### SAFETY & SECURITY:

Somewhere that feels safe at all times of the day and night with streets and spaces which are well used, carefully lit and overlooked by surrounding homes.



### CONNECTIVITY:

A place where everyone finds it easy to get around, and which provides good accessibility to local facilities and services.



# Design Concept

## Concept Design Strategy

These diagrams describe the different layers of an emerging design strategy for the Site. The strategy has been developed to address the issues identified in the site assessment through positive interventions, and in so doing, deliver a realistic, attractive and achievable development opportunity.



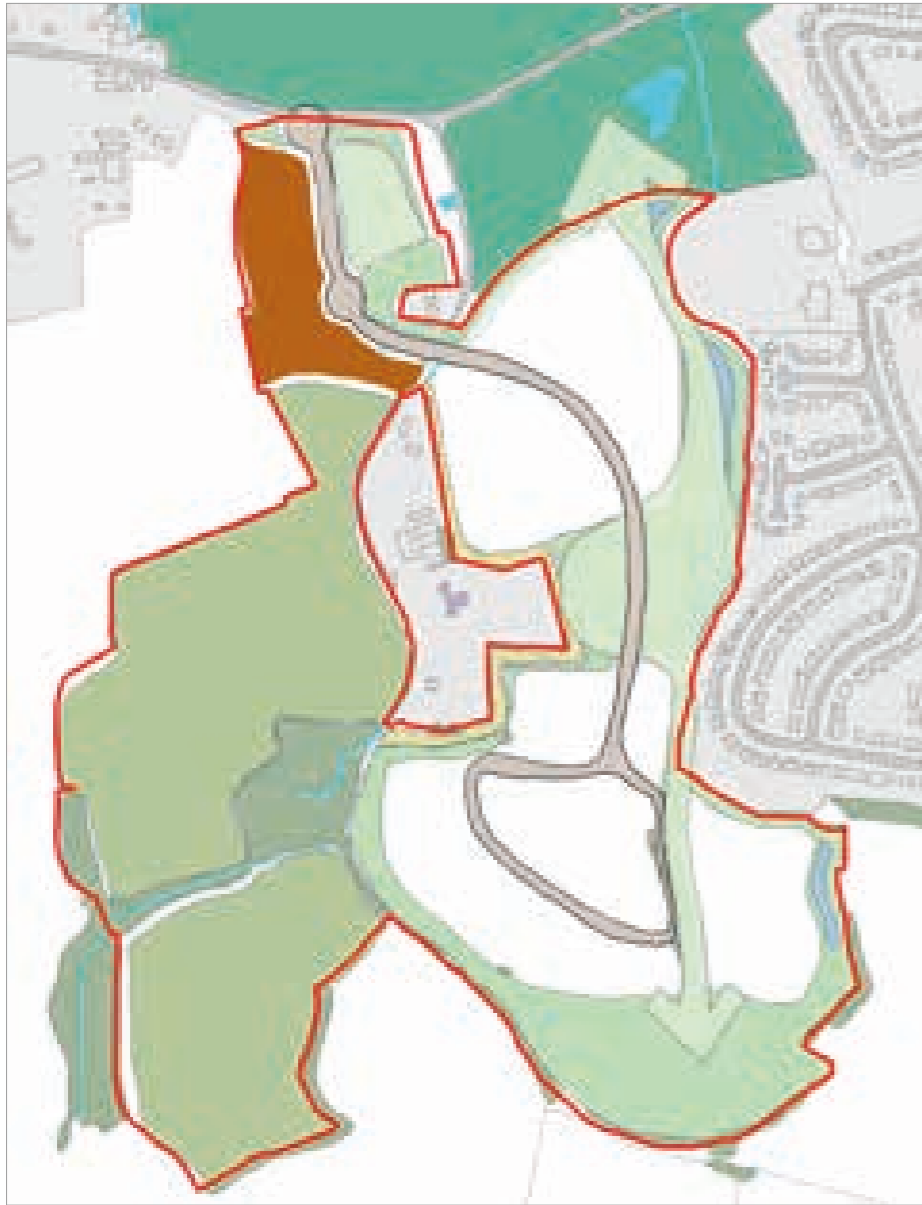
### 1. RESPECT EXISTING SITE FEATURES

- Positively respond to existing settlement patterns around the Site and respect the setting of the listed buildings by creating a landscape buffer around the edges of the site.
- Retain and enhance existing woodland, hedgerows and watercourses to define a framework for high quality amenity space with the potential for enhanced ecological benefit.



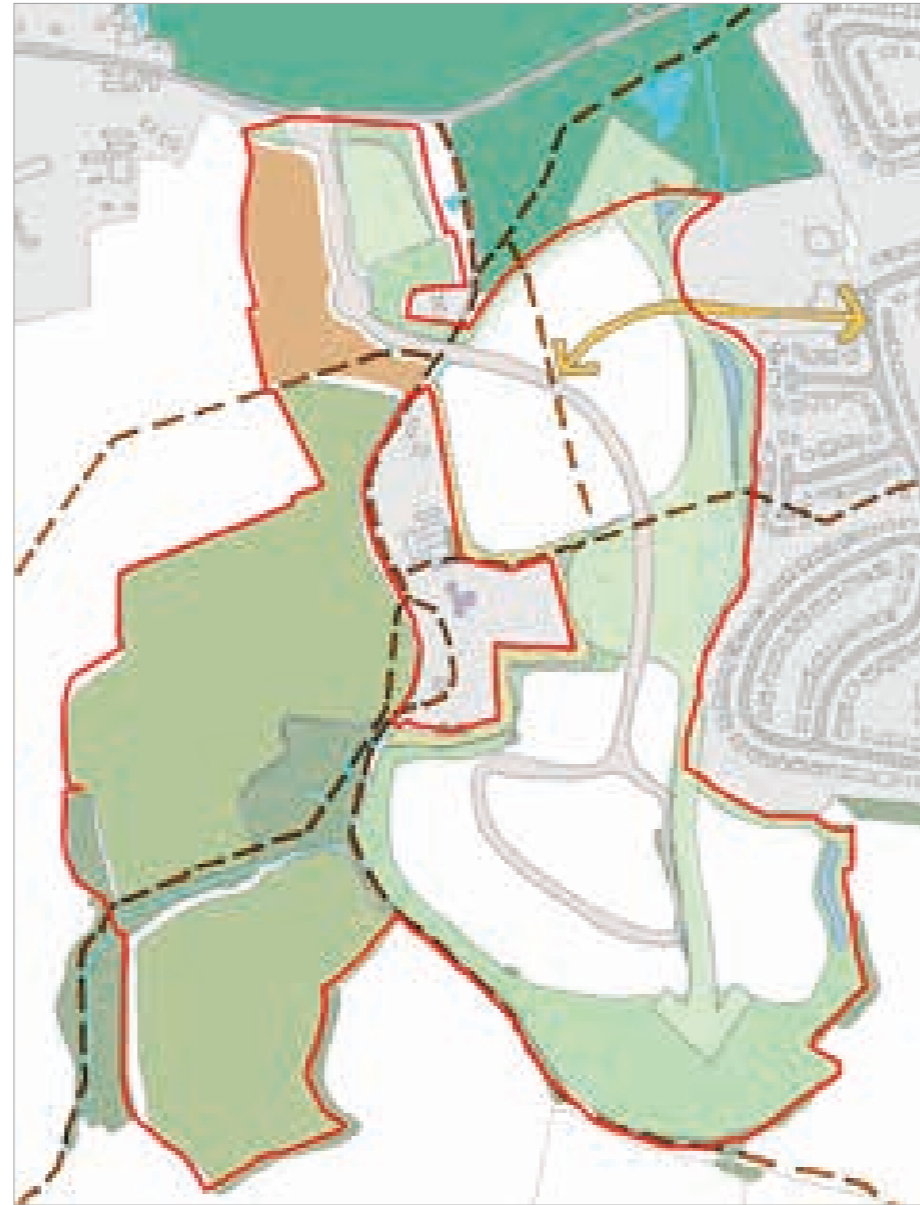
### 2. GREEN INFRASTRUCTURE AT THE HEART OF THE SITE

- Create a well-defined village green in the heart of the site with a swathe of green running north and south to connect with the wider green network and provide an attractive interface with existing development.
- Define attractive SANG to the west of the site and encourage use through good pedestrian accessibility.



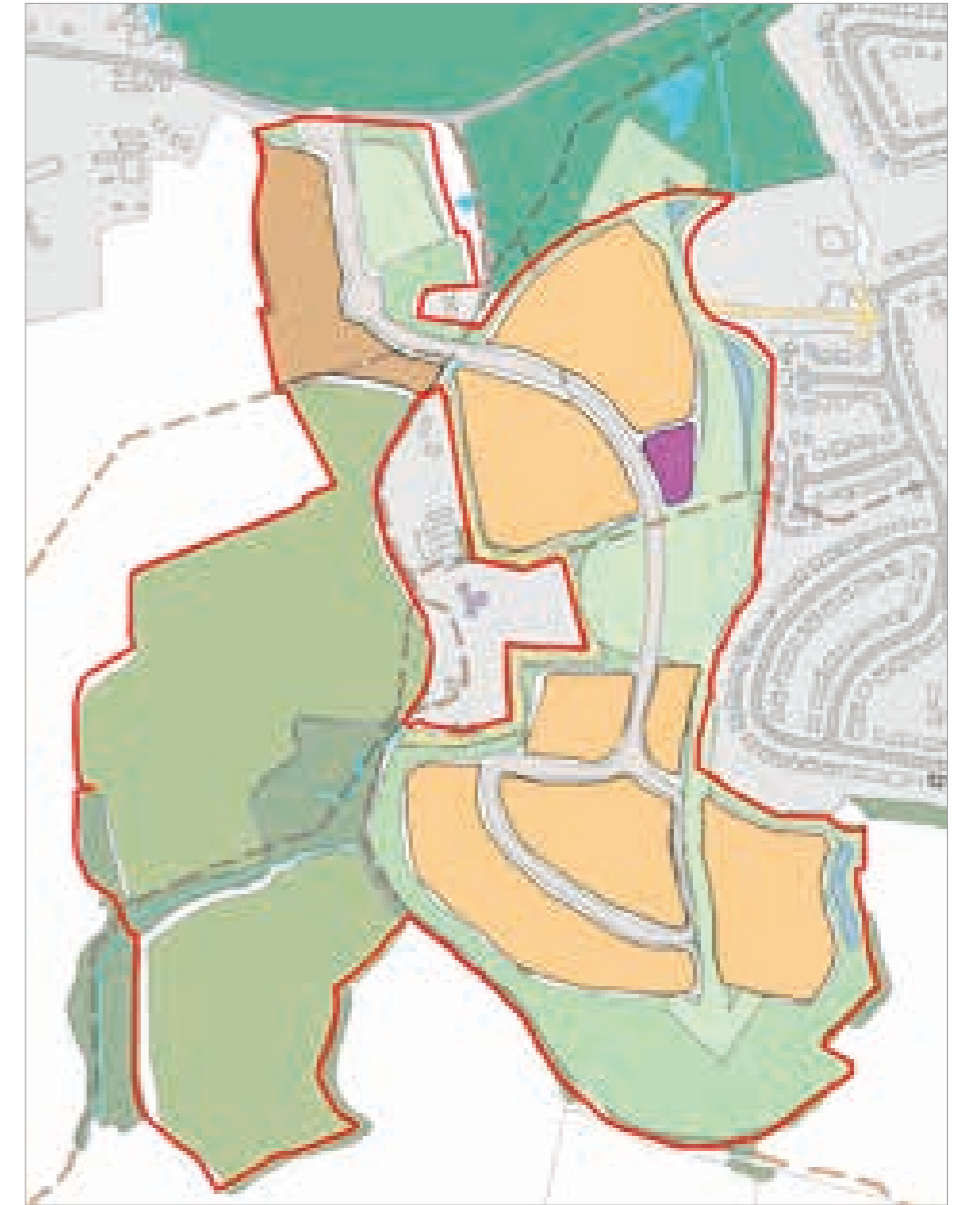
### 3. GOOD ACCESSIBILITY

- Provide a new junction with the Aldershot Road in the north of the site, serving a new park and ride facility adjacent to the road
- Create a central village street running through the site, linking key facilities.



### 4. CONNECTIVITY

- Enhance existing pedestrian connections with Fairlands and create a new link to the community centre and medical centre; to encourage integration and shared use of facilities.
- Improve existing rights of way through the site, making access to open space easy and pleasurable for all.



### 5. DEFINE APPROPRIATE LAND USES

- Create two pockets of residential development to either side of the village green, each with a distinct character, and provide a community hub building and sports/recreation facilities which can be used by all the residents of Fairlands.

# Masterplan

## Concept Masterplan

The concept masterplan includes the following key features:

- 1 New site access – a new roundabout on the Aldershot Road serving residential development and the Park and Ride facility
  - 2 Park and Ride facility – a sensitively landscaped facility providing a frequent bus service between the site and Guildford town centre
  - 3 Village gateway – paired houses and shared surface treatment define arrival into residential area
  - 4 Residential neighbourhood – medium/high density development creating a village feel around a focal square
  - 5 Littlefield Green – at the heart of the site, an open space with room for relaxation and play, creating a meeting place for new and existing residents
  - 6 The community hub – a building for the community, including a range of uses to suit local need and with indoor/outdoor space spilling out onto the village green
  - 7 The green swathe – a linear park running through the site, linking key green spaces and encompassing existing waterways and attenuation features to enhance and protect ecological features. Creating a connection between the existing and proposed developments, but also offering breathing space
  - 8 Littlefield Manor – a grade II\* listed building with grade II listed barn adjacent
  - 9 Softer southern edge - lower density housing area including more detached houses and bungalows with green fingers of landscape between them
  - 10 The Lower Meadow - a well-contained space offering the potential for formal sports or more informal recreation and enjoyment of nature
- A Fairlands – existing residential development  
B Fairlands Community Centre and Fairlands Medical Centre  
C Worplesdon Primary School





## Illustrative Land Use Plan

This plan demonstrates the proposed land uses across the site. Development will be primarily residential, but will also provide a community hub building, public open space and amenity provision.

### Residential

At this stage of the assessments, the net residential area is approximately 14.5 ha, which at an average of circa 38 dwellings per hectare, would generate a housing yield of up to 550 units. Dwellings would be delivered at a range of densities to create a varied and interesting townscape while responding effectively to the context of different parts of the site.

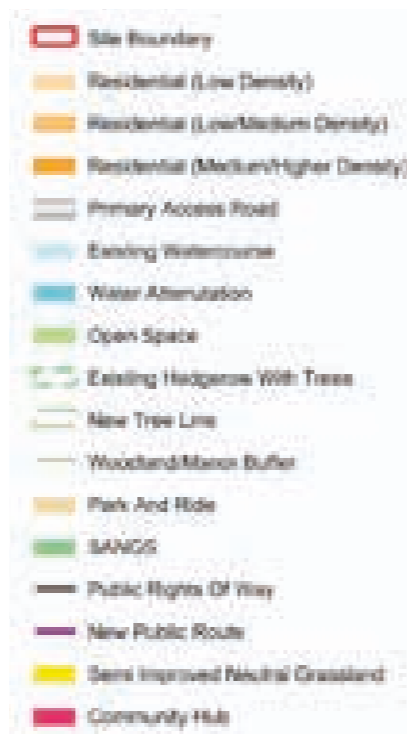
The scheme will provide a wide range of housing types and tenures; from 1 bedroom flats through to larger 4 bedroom family housing, and also include bungalows. It will be a mixed tenure development with up to 40% Affordable housing.

### Open Space Features

The plan has the potential to provide the following areas of Open Space:

- More than 8 hectares public open space including potential for:
  - General parkland for recreation and leisure
  - Play areas\*
  - Trim trail and cycle routes
  - Formal pitch provision
  - Allotments and orchards
  - Ecological enhancement
- 16.8 hectares SANGS
- Surface water attenuation, in accordance with drainage engineer's calculations (subject to detailed design and shown indicatively on plan).

\* A variety of play areas would be provided across the site, catering for different age groups and with an emphasis on naturalistic and 'play on the way' type facilities to encourage activity and interaction between different sections of the community.





Aerial view showing site in context



Illustrative view across Littlefield Green showing community hub building on left

# Landscape Strategy

## Landscape Objectives

The landscape strategy seeks to fulfil a number of objectives:

### Objective 1: Protecting Existing Landscape Assets

The existing landscape features are an important part of the local landscape character, and form important links and habitats for wildlife as part of the wider green infrastructure network. They also perform an important visual role, breaking up the roofline of the new development and helping it to sit sensitively into its surroundings as well as adding maturity and character to the development itself.

### Objective 2: Protecting & Extending the Rights of Way Network

The footpaths within and around the Site are a valued feature for local people to gain access to the countryside. They are also an important part of the historic landscape character of the area, some of them following the routes of ancient roads.

### Objective 3: Creating Variety

The landscape strategy proposes a range of different types of spaces, some with mown grass, some with meadow grass, some containing wetlands or areas of tree planting. These ensure that some spaces may have a more formal character and may contain children's play areas whilst some will be more informal in character and may form a transition to the surrounding countryside.

### Objective 4: Connecting the New with the Existing

The creation of green links and central village green areas will encourage connections between the new and existing areas of Fairlands so that the two are integrated as one settlement.

### Objective 5: Creating a Buffer

Whilst taking into account the linking effects of open space, the landscape strategy has also been designed to protect the amenity of the existing houses on the western and south-western edges of Fairlands. New planting around the edge of Littlefield Manor will help protect the setting and amenity of the listed building and its associated buildings.

### Objective 6: Providing Drainage Attenuation

Planning policy requires the creation of integrated green and blue infrastructure, providing a network of multifunctional spaces. At appropriate locations, allowance will be made to attenuate any rain that may land on the new development, ensuring that no more water leaves the Site than is currently the case.



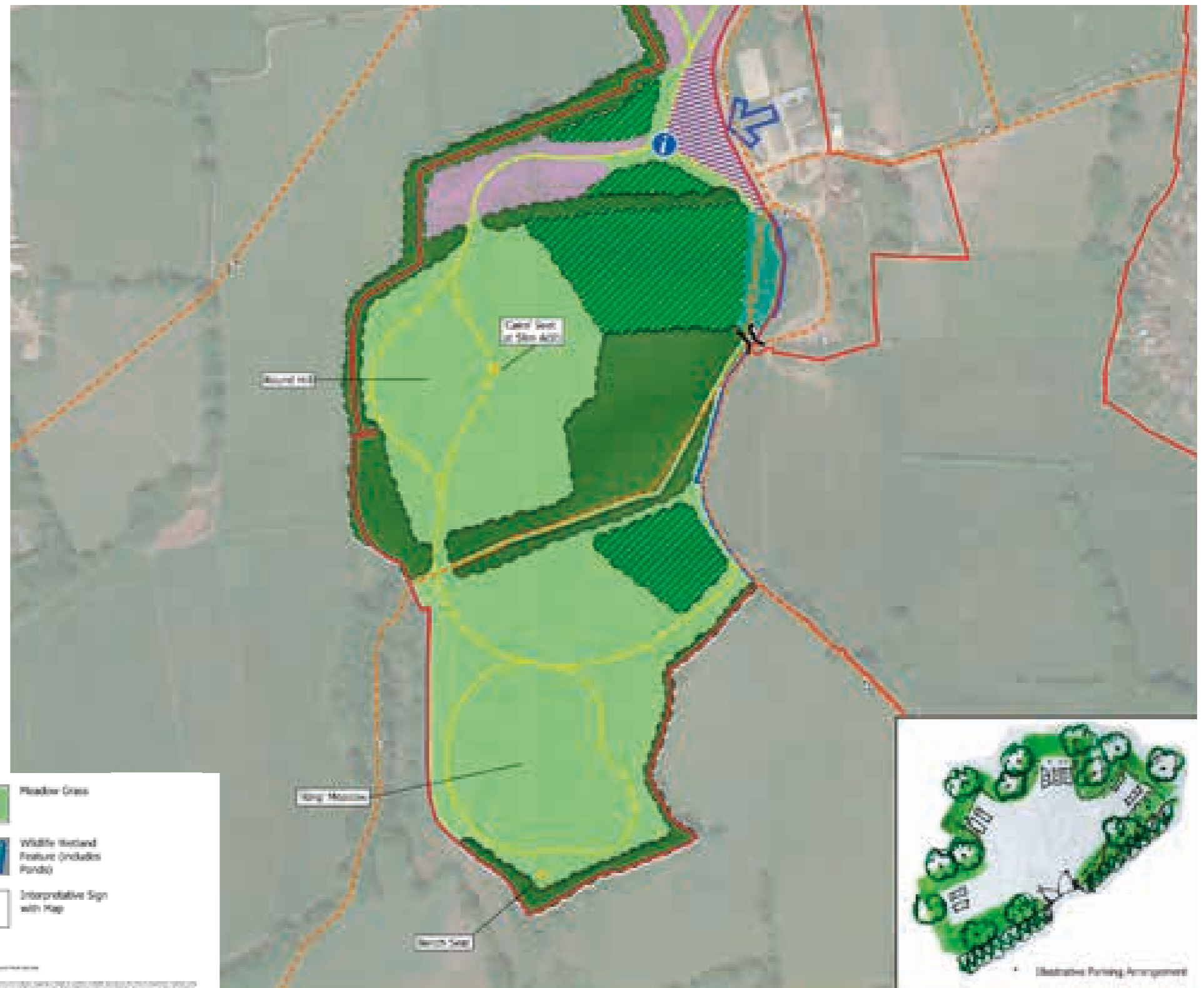
# SANG Strategy














Developments are required to provide 8ha of SANG for every 1000 population, assuming an occupancy rating of 2.4 people per dwelling. The land to the west of Fairlands is proposed to accommodate approximately 550 dwellings, resulting in a SANG requirement of 10.6 ha. The proposed masterplan shows the provision of 16.8 ha of SANG.

Within the SANG the following key areas are included (areas and lengths are approximate):

- 2.7km of footpaths, including existing PRow crossing the SANG;
- 2.4ha of parkland planting and open woodland to complement existing woodland areas;
- 1.4ha of wildflower meadow;
- All remaining areas to be meadow grass;
- New car park with interpretation board;
- Seat at elevated point on Round Hill;
- Discrete bench within south of SANG;
- New areas of wetland.

Developers considering a SANG proposal should liaise with Natural England through their Discretionary Advice Service. SANG land must be secured in perpetuity.



	Site Boundary		Potential Parking Area - Dispersed Arrangement on Gravel Surface Set Among Trees *		Meadow Grass
	SANG Boundary		Potential Gated Vehicle Access to Parking		Wildlife Wetland Feature (includes Ponds)
	Public Rights of Way Across the Site #		Existing Retained Vegetation		Interpretative Sign with Map
	Circular Unsurfaced (Flow) Walk		Open Woodland and Parkland Planting		Wildflower Meadow
	New Footbridge Crossing (Ditch)				

# Access Strategy

## Transport & Access Strategy

In accordance with National Planning Policy Framework (NPPF) the transport and access strategy for the proposed development is focused at:

- Exploiting the opportunities for sustainable transport modes have been taken up to reduce the need for major transport infrastructure;
- Providing safe and suitable access to the site for all people; and
- Ensuring that any residual cumulative impacts of development are not severe.

In particular the development has been designed to:

- Accommodate the efficient movement of people and vehicles;
- Give priority to pedestrian and cycle movements, with access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and
- Consider the needs of people with disabilities by all modes of transport.

## Travel by Public Transport

The proposed development site lies within close proximity of regular bus routes, with stops located on Aldershot Road, adjacent to the site access. Three buses are readily accessible from the site, providing a combined peak frequency of 5 buses per hour, enabling one to travel to Guildford, Aldershot and beyond.

## Park & Ride

In terms of exploiting and maximising public transport use, and provide real quantifiable benefits to existing residents and future residents, a key component of the development is the provision of a new Park and Ride (circa. 450 spaces). This new facility will complement Guildford's existing facilities with a principle aim at providing for those travelling from Aldershot, but also providing an option for those travelling from Woking.

The Park and Ride site will be located only 6km north east of Guildford Bus Station, and have access from the A323 Aldershot Road, via the proposed three arm roundabout. Based on average journey times for Guildford's existing Park and Ride sites, it is envisaged that buses would take approximately 18 minutes to

route between the site and Friary Bus Station. Clearly there would need to be complementary improvements along the route to Guildford, but with only two key junctions between the site and the A322 interchange, both of which have the potential through conversion to traffic signals to incorporate bus priority measures,



Park & Ride location plan

there seems a great potential to significantly enhance Guildford's public transport network.

The proposed Park and Ride has the ability to offer a new bus service with a 10 to 15 minute frequency. These buses will be high quality fully accessible vehicles with the potential for added features such as Wi-Fi, and real time journey information. The buses although focused at capturing people travelling from areas such as Aldershot will also offer existing and new residents another form of sustainable travel into Guildford.

Discussions have been held with Stagecoach, which maintains the other Park and Ride facilities in Guildford and the KITE service in the vicinity of the site. Stagecoach has confirmed the proposal for a public transport interchange on the land west of Fairlands is viable and deliverable and that it strongly supports it. This is on the basis of the existing strong bus route provision, the new patronage associated with the proposed residential uses and also due to the fact that there is no similar provision in this orbit of Guildford. Stagecoach suggests that the proposed scheme could credibly intercept not only journeys on Aldershot Road, but also from the A322 Worplesdon Road and Bagshot Road corridors. It considers that the existing bus services offering a frequency of five buses per hour would be sufficient to offer an attractive service to divert passing motorists with possible additional services during the peak hours.

### **Travel by Foot & Cycle**

It is envisaged that the development proposals will incorporate good walking and cycling routes, which will connect with Fairlands, providing safe and convenient routes and services to local facilities within the local area.

### **Travel by Car**

Vehicular access to the proposed development will be taken from Aldershot Road. This will be provided through the provision of a new three arm roundabout. The access road will be in the form of a 6m two lane single carriageway, with a smaller roundabout proposed to the south, allowing a separate access into the Park and Ride facility.

An initial transport assessment has been undertaken which suggests that a development of circa 600 residential units will generate approximately 300 vehicular trips in the peak hours (i.e. 0.5 vehicular trips per household). This level of traffic when combined with the Park and Ride has been compared against the existing traffic along the A323 (approximately 1,200 to 1,300 during the peak hours) and is considered to be at a level which can

be accommodated safely within the existing road network, without severe impacts, albeit there are likely to be some improvements required at key locations as one approaches Guildford.

### **Conclusion**

The site is ideally located for residential development, being within easy access of public transport, and will be designed to safely accommodate cyclists and pedestrians. In addition, the proposal include a new Park and Ride facility, thus greatly improving public transport provisions in the local area, for existing and new residents and from further afield but who work in Guildford. The means of access to the site has been demonstrated to be satisfactory and the traffic attributable to the proposed development will not result in any significant impacts to the operation of the highway network at the proposed site access.

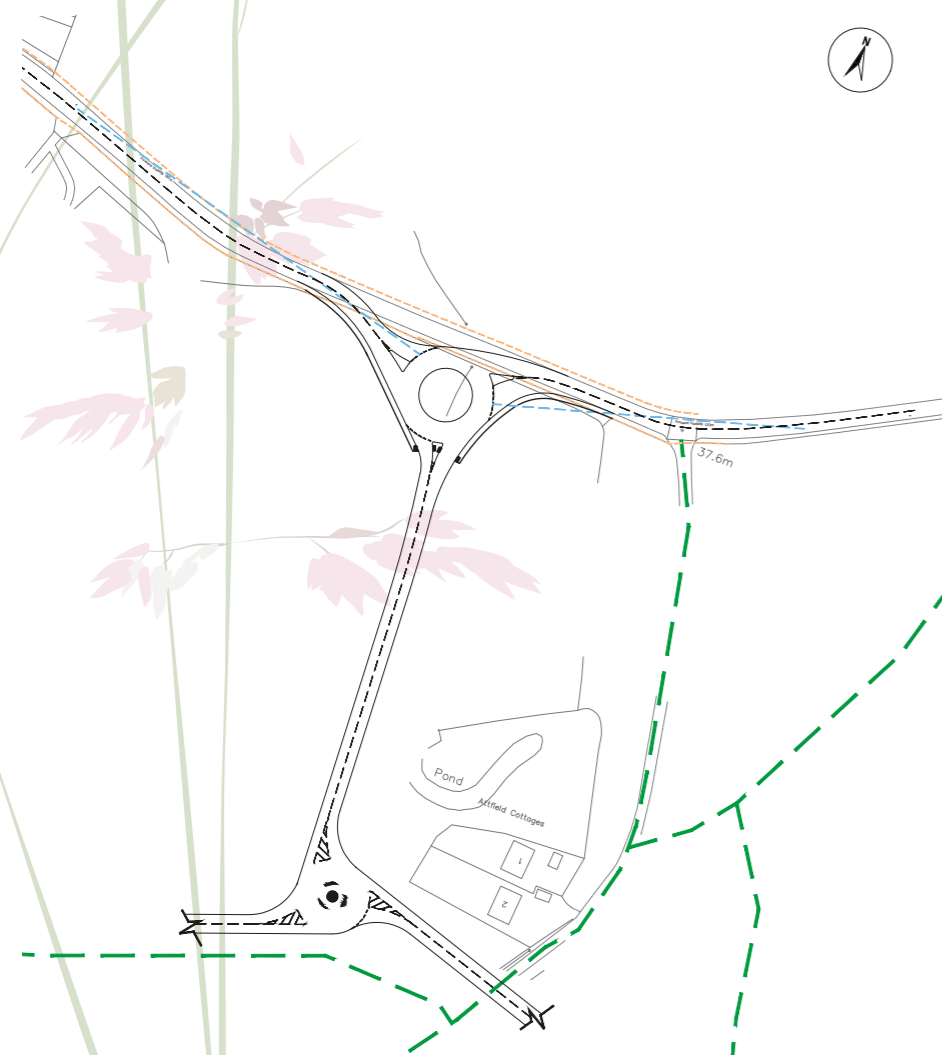
Based on the above it is therefore considered that, in transportation terms, there are no 'show-stoppers' and as such no reason why the development proposals should not be included in the emerging Local Plan for Guildford.

# Delivery

## Access

Vehicular access will principally be provided via a three arm roundabout off Aldershot Road. This is capable of providing appropriate visibility and safe access to the development.

Sustainable access will be provided via a new park and ride and bus route to Guildford which will also reduce the existing impact on the highway network. Good pedestrian and cycle links will be provided which will connect into the existing pedestrian and cycle network to provide safe and convenient access to Fairlands, local services and facilities.



## Landscape and Visual

The masterplan development has been informed by a careful consideration of the landscape and visual context of the site. Going forward, a Landscape and Visual Impact Assessment of the site would be undertaken to further test and develop the emerging masterplan proposals.

While the introduction of built development on to the site would constitute a notable change to the existing landscape the residential development and park and ride would be located within the east and north of the site adjacent to Fairlands where the loss of hedgerows and field rationalisation in this area has meant that the landscape is less reflective of the overall landscape character. The area of land to the west would provide the SANG and retain its existing character as an undulating landscape of woodland and open spaces.

Lower density development will be located along the boundaries with the footpaths to the north west and south west to allow for new planting to be introduced to soften the development edge.

Existing and proposed ponds and attenuation basins will be incorporated within the landscape masterplan and contribute to the site's ecological and green infrastructure network.

-  Local Footpaths (Indicative)
-  Site Boundary (Indicative)
-  Highway Boundary (Indicative)

## Trees and Hedgerows

There is an area of Ancient Woodland to the south of Round Hill which would be incorporated within the SANG. Mature parkland trees in the east of the site and to the south of footpath 458 would also be protected and generally all trees and hedges existing within the site would be protected, reinforced and strengthened and enhanced where possible.

## Heritage

The study site forms part of the wider setting of Littlefield Manor. The proposed concept masterplan has been specifically formulated to minimise the impact on the wider setting of the Grade II\* Listed Littlefield Manor and the most significant areas of the wider setting are proposed to remain as green space. The western extent of the site, which is generally more open and affords views of the Manor's principal elevation would be retained as open space, maintaining the existing views and historic functional relationship.

The area directly to the east of the building would also be retained as public open space, preserving direct views of the Manor and its associated agricultural buildings. Surrounding this the proposed allocation would encroach on views of the building, however since the visibility of the building is already limited from these vantage points any adverse impact would be limited.

The approach to the listed building would also be altered because of proposed alterations to the junction creating a more urban approach to the listed building. The track within closest proximity to the listed building would however remain unchanged and therefore any impact to the significance of Littlefield Manor would be limited.

As with Littlefield Manor the allocation would erode the wider rural setting of the Barn. Although views of the building would



be altered it will still be possible to experience the listed building within the same context as the Manor house which will allow for an understanding and appreciation of its historic role as an agricultural ancillary building, and thus overall any impacts would be limited in magnitude and would remain less than substantial.

Furthermore, the concept masterplan has been specifically formulated to avoid any direct or indirect impact on other designated heritage assets and to protect their setting. The western edge of the site would remain undeveloped, preventing impact on Grade II listed Clasford Farm House. Whilst the site does share a remnant functional association with the listed building, this only remains legible within the northwestern extent of the site which would remain unchanged. As such the proposed allocation will have no impact on the buildings setting. The proposed layout has been designed to respect historic landscape features as far as possible, and where impacts are unavoidable, minimise these through careful design.

Given the moderate to high archaeological potential of the site, the proposed development would have the potential to impact upon unknown archaeological assets of probable local/regional significance. It is anticipated that further archaeological investigation will be required by the Local Planning Authority's Archaeological Advisor prior to the determination of any planning application, due to the site's archaeological potential and to examine the projected course of a Roman road through the site.

## Flood Risk & Drainage

- Opportunities to utilise infiltration SuDS techniques are likely to be limited due to the likely low infiltration potential of the sites sub soils.
- It is proposed to convey and attenuate surface water runoff within the eastern part of the site to several on-site attenuation ponds and swales.
- Park and Ride site proposals in the north west include conveying and attenuating of surface water runoff to two on-site attenuation ponds and several swales.
- Outline calculations undertaken illustrate space required for attenuation methods across the site, based on a conservative approach and 1.2m general depth of features.
- Outline calculations undertaken have demonstrated that acceptable attenuation storage can be provided on-site for the 1 in 100 plus 40% climate change return period whilst restricting surface water flows to existing greenfield 1 in 1 year return period prior to discharging of site.

Based on the above it is therefore considered that, in drainage terms, there are no overriding or sustainable reasons why the development proposals could not come forward.

## Ecology

The Masterplan will be underpinned by an integrated landscape and ecological design, which will ensure that the ecological value of the site is sustained and enhanced. This will include the following measures:

- Retention and protection of habitats of moderate to high ecological value, wherever possible, and the provision of mitigation/compensatory habitat for any unavoidable impacts;
- Inclusion of a multifunctional SuDS strategy with ecological benefits;
- Creation of green corridors to create a strong landscape and ecological framework, including the delivery of Priority Habitats; and
- Avoidance of impacts on protected and notable species, with appropriate ecological mitigation, compensation and enhancement implemented to maintain the status of populations as required.

Potential recreational impacts on the Thames Basin Heaths SPA would be mitigated through the provision of a Suitable Alternative Natural Greenspace (SANG) and a financial contribution towards Strategic Access Management and Monitoring (SAMM) within the SPA. The SANG will increase further the biodiversity gain to be delivered through the development.

The design approach will be informed by, and undertaken in parallel with, an Ecological Impact Assessment (EclA), which would include the results of surveys for protected and notable species. This will ensure that the development accords with national and local planning policy in respect of biodiversity and nature conservation, and that appropriate avoidance, mitigation and, if necessary, compensation measures are delivered to ensure legal compliance. The EclA will be undertaken in accordance with guidelines published by the Chartered Institute of Ecology and Environmental Management (CIEEM, 2016) and BS42020 Biodiversity: Code of practice for planning and development.

# Delivery

## Utilities & Infrastructure

There are no known constraints to cost effectively provide essential infrastructure to the development site. Initial enquiries have been made to the statutory authorities and although some reinforcement may be required to infrastructure there are no overriding constraints to servicing the proposed development.

## Noise

A baseline sound survey and assessment has been carried out. This has identified the main sound source affecting the site to be road traffic on Aldershot Road.

Following the results of the baseline survey, the assessment identified the development of negligible risk with respect to Professional Practice Guidance on Planning and Noise. Satisfactory internal and external acoustic sound levels can be achieved with no acoustic treatment and therefore there are no constraints due to noise.

## Air Quality

An Air Quality Assessment has been undertaken covering the construction-phase and operational-phase.

Using the criteria adopted for this assessment, together with professional judgement, the operational-phase air quality effects are considered to be “not significant” overall. For the construction phase, the risk of adverse dust effects is “not significant” provided the mitigation measures in the Air Quality Assessment report are implemented. Therefore, there are no constraints to the development in the context of air quality.

**More detailed discussion of the strategies which will be adopted to address all the technical considerations is provided in supporting documentation and/or will be provided as part of subsequent supporting information.**

The site is located in a sustainable location which can assist in meeting the Objectively Assessed Need for housing (OAN) as part of the plan period.

If the council look to allocate the site, a planning application can be submitted soon after adoption with a complete suite of evidence base documents to inform the development proposals. It is considered that the site could be planned in one of two ways, either through an outline application with subsequent reserved matters phases, or a hybrid application which secures the principle of development along with a detailed phase from the outset. The nature of the application will be informed as the evidence base is developed for the site.

Promoted by Thakeham, it is estimated that the site can deliver around 75 dwellings per annum, leading to a construction timeframe of 6-8 years depending on the overall size of the site. The entirety of the site can come forward with the Local Plan period up to 2034.





Illustrative view across the Lower Meadow towards high quality family houses

# The Benefits of Development



Up to 550 new homes



Up to 40% affordable housing



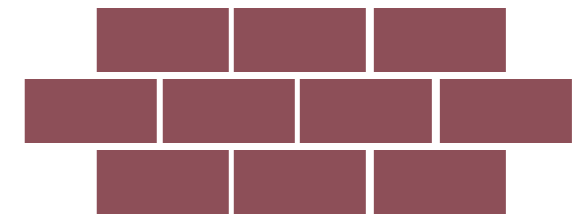
SANG



Community Hub and facilities



Park & Ride for Guildford



Between 900-1,200 new construction jobs



Community Infrastructure Levy (CIL)  
for Guildford Council once CIL  
charging schedule adopted



APPENDIX 2: TRANSPORT STRATEGY AND SUPPORTING  
STAGECOACH LETTER

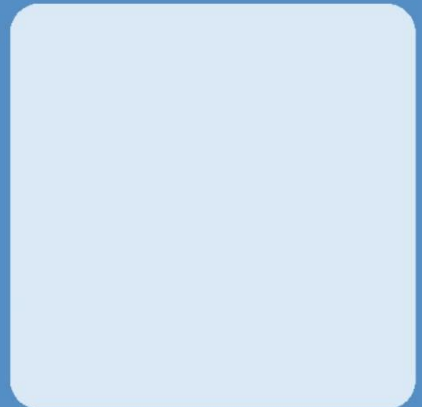
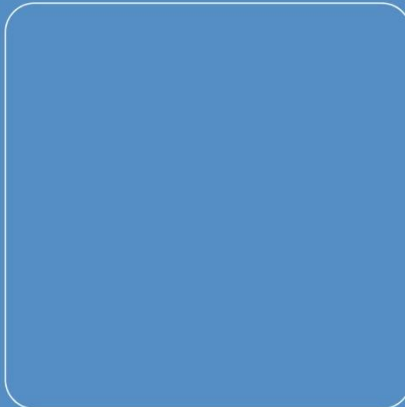




**RPS**

**LAND WEST OF FAIRLANDS  
GUILDFORD**

**TRANSPORT STRATEGY**



# LAND WEST OF FAIRLANDS GUILDFORD

## TRANSPORT STRATEGY

09 May 2018

**Our Ref: CR/AN/AW/adf/JNY9629-01b**

**RPS**

260 Park Avenue  
Aztec West  
Almondsbury  
Bristol  
BS32 4SY

**Tel:** 01454 853000

**Email:** [transport@rpsgroup.com](mailto:transport@rpsgroup.com)

# QUALITY MANAGEMENT

---

Prepared by:	<b>Amy Waites</b>
Checked by:	<b>Alice Nolan</b>
Authorised by:	<b>Craig Rawlinson</b>
Date:	<b>09 May 2018</b>
Project Number/Document Reference:	<b>JNY9629-01b</b>

**COPYRIGHT © RPS**

The material presented in this report is confidential. This report has been prepared for the exclusive use of Thakeham Homes Ltd and shall not be distributed or made available to any other company or person without the knowledge and written consent of RPS.

# CONTENTS

---

1	INTRODUCTION .....	1
2	SITE ACCESSIBILITY .....	2
3	THE SCHEME .....	7
4	SUMMARY AND CONCLUSIONS .....	10

## FIGURES

FIGURE 2.1 – SITE LOCATION

FIGURE 3.1 – ACCESS STRATEGY

FIGURE 3.2 – PROPOSED ACCESS DESIGN

## APPENDICES

APPENDIX A – ATC DATA ON ALDERSHOT ROAD

APPENDIX B – STAGECOACH'S LETTER OF SUPPORT

# 1 INTRODUCTION

---

- 1.1 This report has been prepared by RPS Planning and Development on behalf of Thakeham Homes. It builds on previous work carried out in 2017 and sets out a Transport Strategy for the promotion of residential land uses on a site at land to the west of Fairlands.
- 1.2 The site is being promoted by Thakeham Homes for residential land uses in the emerging Guildford Borough Local Plan.
- 1.3 The conceptual masterplan makes provision for up to 550 residential units and a public transport interchange along with associated open space, SANG and surface water attenuation.
- 1.4 Fairlands is an established, principally residential settlement to the north west of Guildford. It contains a local centre, a primary school and other complementary land uses. It is also served by a dedicated bus route and other bus services pass close to it.
- 1.5 A new roundabout access arrangement is proposed on Aldershot Road to serve the scheme. The proposed internal highway layout would be designed to reflect modern guidelines, in order to make it safe and efficient and to provide permeability for future residents. An existing Public Right of Way link between the site and Gumbrells Close would be enhanced and would provide a convenient pedestrian connection between the site and the existing Fairlands settlement.
- 1.6 Discussions with Stagecoach, which is the local principal public transport operator, confirms the view that the public transport interchange is likely to be effective and deliverable. It is considered that the scheme would intercept journeys on Aldershot Road for trips in both directions to Guildford and Aldershot and that it would mitigate additional trip impact associated with the promotion site.
- 1.7 It is the developer's intention to work collaboratively with the highway authority and other stakeholders to agree appropriate transportation strategies associated with the scheme in due course. Initial proposals are set out at Section 3 of this report.
- 1.8 It is concluded that development of land to the west of Fairlands provides the opportunity to increase public transport patronage by existing commuters and that it will encourage non-car travel by future residents of the scheme. It is finally concluded that the site is accessible and acceptable in transportation terms.

## 2 SITE ACCESSIBILITY

---

### Local Context

- 2.1 The site is located to the immediate west of the existing settlement of Fairlands. The location of the site in the context of its environs is shown on **Figure 2.1**. Fairlands is located approximately six kilometres northwest of the centre of Guildford.
- 2.2 The site is served by the A323 in the north, which is locally known as Aldershot Road in this location. This road links Aldershot, Fairlands and Guildford.
- 2.3 Guildford has an approximate population of 80,000 people.

### Highway Conditions

- 2.4 The site is crossed by several Public Rights of Way (PRoW) as shown on **Figure 2.1**. One PRoW directly links the main body of the site with the existing Fairlands settlement. This PRoW has a short and surfaced connection onto Gumbrells Close within Fairlands, which benefits from continuous footway connections to the local services and amenities.
- 2.5 Aldershot Road is a single carriageway road with a footway on its southern side. It has a speed limit change from 40mph to 50mph to the north east of the site. It includes existing eastbound and westbound bus stops, and serves a small commercial area to the west of the development and the entrance to Wood Street village.
- 2.6 An independent Automatic Traffic Count (ATC) carried out for one week between 26 April and 02 May 2018 has provided up-to-date traffic and speed data on Aldershot Road in the vicinity of the site at the existing position of the speed limit change. The ATC data is contained at **Appendix A**.
- 2.7 The ATC confirmed a weekday average traffic flow of 11,611 vehicles per day (vpd). A new single carriageway road in this type of location would typically be expected to have capacity of up to 13,000vpd, as set out in TA46/97 of the Design Manual for Roads and Bridges.
- 2.8 The ATC confirmed average existing weekday 85<sup>th</sup> percentile speeds of 48.4mph eastbound and 48.3mph westbound at the point of the existing speed limit change. It is considered that eastbound speeds are relatively high given the speed limit change to 40mph at the point of the measured speeds.

### Local Accessibility

- 2.9 Fairlands provides a local centre within an 800 metre (10 minute walk) of the approximate centre of the site.

- 2.10 The DfT document Manual for Streets (MfS) published in 2007 confirms at paragraph 4.4.1 that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes, which is typically up to about 800 metres. MfS also says that 800 metres is not an upper limit and it states that walking offers the greatest potential to replace short car trips, particularly under two kilometres. Department for Education guidance advises a maximum walking distance of two miles (3.2 kilometres) to a school for children up to the age of seven and three miles (4.8 kilometres) to a school for children who are eight and older. Transport Note 2/08 Cycle Infrastructure Design confirms at paragraph 1.5.1 that a cycling commuter trip of over 5 miles (eight kilometres) is not uncommon. It confirms an average cycling speed of 320 metres per minute at paragraph 8.2.2.
- 2.11 The local centre offers everyday services including a post office, a convenience store and off-licence, barbers, hairdressing and beauty and computer services. Observations made during a site visit on 26 April 2018 showed that the services and their associated parking facilities appeared to be well patronised.
- 2.12 Fairlands also contains the Worplesdon Primary School, a combined doctor and dentist surgery and a pharmacy and a community centre. The community centre offers a bar and serves various activities and clubs, art and drama groups, Brownies and Girl Guides, the Women's Institute, a horticultural group, and a ramblers Group. It also hosts a cricket club, pool and darts teams and both junior and adult football teams.
- 2.13 **Table 2.1** shows the walking/cycling distances along with travel times to local services and facilities in Fairlands. These are also shown illustratively on **Figure 2.1**.

**Table 2.1: Distance to Local Services and Facilities**

Amenity	Location	Distance (m)	Journey Times (mins)	
			Walk	Cycle
<b>Education</b>				
Worplesdon Primary School	Off Envis Way	750	9	3
Merrist Wood College (Equestrian)	Off Coombe Lane	1430	17	6
<b>Health and Community</b>				
Fairlands Practice (GP)	Brocks Drive	535	7	2
Fairlands Dental and Implant Centre	Brocks Drive	535	7	2
Rowlands Pharmacy	Brocks Drive	535	7	2
Community Centre	Brocks Drive	480	6	2
<b>Shopping / Retail / Leisure</b>				
Fairlands Local Centre	Kiln Meadows	600	7	3
Merrist Wood Golf Club	Off Coombe lane	1900	23	8
Littlefield Manor Horse Riding School	Off the A323	170	2	1
Silverster Peter & Sons (MOT Test Centre)	Off the A323	755	9	3

2.14 There are four principal bus routes within the vicinity of the site. Bus stops are located on Brocks Drive around 400 metres to the east of the site and these are served by the 17 and 17A bus route. Bus stops are also located on Aldershot Road around 500 metres to the north of the main body of the site and these are served by the KITE, PT5 and 520 bus routes. **Table 2.2** summarises the local bus route frequencies and **Figure 2.1** shows the bus routes and bus stops in the vicinity of the site.

**Table 2.2: Local Bus Routes**

No.	Route	Weekday						Weekend	
		Frequency				Time		Frequency	
		AM Peak	Off Peak	PM Peak	Eve	First Service	Last Service	Sat	Sun
KITE	Aldershot to Guildford	4 services	15 mins	4 services	30 - 70 mins	06:27	23:30	20 mins	30 mins
	Guildford - Aldershot	4 services	15 mins	4 services	30 - 90 mins	06:20	22:50	20 mins	30 mins
17/17A	Guildford . University of Surrey . Royal Surrey Hospital . Fairlands . Wood Street . Royal Surrey Hospital . University of Surrey - Guildford	-	1 service per hour	-	-	06:47	18:40	1 service per hour	-
PT5	Ash . Fairlands . Park Barn . Guildford St Peters School	Twice daily School Bus				07:30	16:14	-	-
520	Aldershot . Tongham - Fairlands . Woking Railway Station	1 service on a Wednesday 10:42						-	-
	Woking Railway Station . Fairlands . Tongham - Aldershot	1 service on a Wednesday 14:23						-	-
	Guildford . Fairlands . Tongham - Aldershot	1 service on Tuesday and Friday 13:23						-	-

2.15 It is considered that the existing bus services provide appropriate connections for existing local residents in Fairlands; and the potential for future enhancements in combination for the site being promoted to the west of Fairlands.

2.16 It is concluded that the site is relatively accessible. It is well located for short trips to existing services, facilities and bus connections that may be considered necessary on a daily basis, and this will help encourage trips by walking, cycling and public transport.

**Wider Accessibility**

2.17 The site is located to the north west of Guildford and it is considered that this will help minimise the need to travel to wider services and amenities using single occupancy car journeys.

2.18 The National Travel Survey (NTS) provides the national average trip length by trip purpose for all modes of transport. These national average distances are compared with the distances between the site and key local services in **Table 2.3**.



**Table 2.3: Trip Distance Comparison**

Trip Purpose	Service / Facility	2016 NTS Average Trip Distance (km)	Road Distance from Site (km)	% Difference
Commuting	Guildford Town Centre	14.4	7.2	-50.0%
	Guilford Business Park		4.7	-67.3%
	Slyfield Industrial Estate		5.5	-61.8%
Secondary School	Kings College	5.0	4.3	-14.0%
Primary School	Worplesdon Primary School	5.0	2.2	-56.0%
	St Josephs Catholic Primary School		3.2	-36.0%
	Guildford Grove Primary School		4.6	-8.0%
Shopping	Guildford Town Centre	6.4	7.2	+12.5%
	Tesco Superstore		5.2	-18.8%
	Kiln Meadows		1.6	-75.0%
	The Friary		6.1	-4.7%
Personal Business	Fairlands Practice	8.7	1.7	-80.4%
	Rowlands Pharmacy		1.7	-80.4%
	Fairlands Dental and Implant Centre		1.7	-80.4%
Entertainment / Public Activity	Odeon Cinema	11.8	6.7	-43.2%
	Merrist Wood College Arena		1.4	-88.1%
	Littlefield Manor Horse Riding School		0.2	-98.3%
Sport Participate	Merrist Wood College Arena	9.7	1.4	-85.6%
	Merrist Wood Golf Club		1.9	-80.4%
	Littlefield Manor Horse Riding School		0.2	-97.9

Source: National Travel Survey Table NTS0405

- 2.19 **Table 2.3** confirms that the future residents of the scheme would be located relatively close for short vehicular trips to services and amenities; and this would help minimise the need to travel using single occupancy car journeys.
- 2.20 Guildford Railway Station is approximately five kilometres to the south east of the site and can be reached by public transport (KITE service with an 800 metre walk from the bus station) and car trips.
- 2.21 Other railway stations at Worplesdon and Wanborough are considered to be located within reasonable cycling distance. Wanborough Railway Station can be reached via the KITE bus service with an approximate 15 minute walk from the A323 via Glaziers Lane. Worplesdon station can be accessed via the 520 bus service on a Wednesday. These railway stations connect Guildford and its hinterland with London and other regional settlements.

### **Conclusions on Accessibility**

- 2.22 It is concluded that the site is relatively well located within proximity to existing services and amenities. It is also concluded that the site location will encourage trips by non-car modes and relatively short trips using car journeys. The scheme will include measures to increase sustainability as set out in Section 3.

## 3 THE SCHEME

---

### **Scheme Proposal**

- 3.1 The scheme is for around 550 dwellings and a public transport interchange, together with associated infrastructure.

### **Access and Parking Strategy**

- 3.2 The initial access strategy is shown on **Figure 3.1**.
- 3.3 At this stage it is anticipated the junction onto Aldershot Road would comprise a roundabout with an Inscribed Circle Diameter (ICD) of around 36 metres. An indicative arrangement was produced in 2017 and is reproduced on **Figure 3.2**. As well as providing access to the proposed development the roundabout would act as a speed control measure for vehicles on Aldershot Road.
- 3.4 The internal scheme includes one principal access route connecting the main body of the site with the proposed roundabout on Aldershot Road. Consideration will be given to the provision of a secondary route if practicable in due course and subject to land control. However, it is RPS's view that one access point is appropriate and can be made to work, with reference to the similar scale of the existing Fairlands scheme to the immediate east, which has only one vehicular access point. If necessary, a wider than normal link road can be provided between Aldershot Road and the main body of the site if only one access point can be provided.
- 3.5 A segregated cycle connection would be provided on Aldershot Road away from the proposed roundabout.
- 3.6 An existing PRow connection between the site and Gumbrells Close in the west would be enhanced as part of the scheme proposal in order to encourage walking trips to local services and facilities.
- 3.7 The internal highways would be designed in conjunction with the highway authority, in order to safely and efficiently accommodate pedestrians and cyclists and they would be permeable with a selection of routes available and suitable way-finding for these users.
- 3.8 At this stage, it is considered that parking ratios would be provided in accordance with the highway authority's guidance and national best practice.

### **Highway Strategy**

- 3.9 The scheme comprising up to around 550 dwellings could typically generate up to around 300vph in the AM and PM peak hours. The distribution of forecast traffic from work carried out by RPS in 2017 initially forecasts that approximately 55 percent of trips would be travelling into or through Guildford, eight percent to Aldershot and the majority of the remaining traffic would head north to Woking, the M3 and the M4.
- 3.10 The trip impact associated with the scheme would be assessed fully within a Transportation Assessment . and through consideration of Travel Plan suppressing effects . in due course.

- 3.11 Paragraph 2.7 confirms that the average weekday traffic flow on Aldershot Road is less than the maximum that would typically be expected on a new single carriageway road in this type of location. At this stage, it is considered that the local off-site highways are of a suitable standard to serve the development although there are pinch points at junctions. It is proposed the scheme would include highway improvements including the following broad measures to be assessed fully as part of Transportation Assessment work in due course:
1. a change in the location of the speed limit change so it is to the west of the proposed roundabout, thereby reducing vehicular speeds locally;
  2. improvements to existing uncontrolled pedestrian crossing points in Fairlands; and
  3. junction enhancements on the routes to Guildford and Aldershot at established hot spots as appropriate, which may include localised widening schemes, sections of new bus lanes and possibly signalisation with Select Vehicle Detection (SVD) for buses.

### **Public Transport Strategy**

- 3.12 The Guildford Transport Plan (LTP3) states that the main aim of the Local Bus Strategy is *To deliver and maintain an effective, safe and sustainable bus network in Surrey* and that this will be achieved in part by *continued support for Park & Ride in Guildford*
- 3.13 The scheme includes a public transport interchange comprising around 450 parking spaces. This is envisaged to serve future residents of the scheme and also a number of existing commuters on Aldershot Road who would change mode. As part of the scheme, the intention is to divert the KITE service into the site either as a Park and Bus concept (where the service continues to fulfil its existing commitments to stop at regular locations on its existing route) or as a Park and Ride concept (where the service provides an express limited stop service into the heart of Guildford); or as a phased delivery scheme, starting as P&B and finishing as P&R.
- 3.14 The local public transport operator Stagecoach maintains other Park and Ride facilities in Guildford and the KITE service in the vicinity of the site. It has confirmed the proposal for a public transport interchange on the land west of Fairlands is viable and deliverable and that they strongly support it. This is on the basis of the existing strong bus route provision, the new patronage associated with the proposed residential uses and also due to the fact there is no similar provision in this part of the orbit of Guildford. Stagecoach suggests that the proposed scheme could credibly intercept not only journeys on Aldershot Road, but also from the A322 Worplesdon Road and Bagshot Road corridors. It considers that the existing bus services offering a frequency of five buses per hour would be sufficient to offer an attractive service to divert passing motorists with possible additional services during the peak hours. A letter of support from Stagecoach is contained at **Appendix B**.
- 3.15 It is considered that the Stagecoach support on the proposed public transport provision in this location is a key strength of the overall scheme. Exact details would be provided in due course further to detailed assessment work.

### **Travel Planning Strategy**

- 3.16 An essential aspect of the transport strategy for the site will be managing travel demand, particularly single occupancy car travel. As part of this, the scheme will provide, support and promote a choice of sustainable Transport alternatives including Smarter Choices.

- 3.17 The scheme will include good high-quality ~~hard~~ infrastructure that encourages the use of sustainable transport modes for journeys further afield than Fairlands. Measures currently envisaged to be provided include the public transport interchange, high quality walking and cycling infrastructure within the site, links into the local walking and cycle network and off-site highway improvements supporting public transport.
- 3.18 The scheme is expected to include a comprehensive Travel Plan which is actively managed and reviewed by a Travel Plan Co-ordinator in conjunction with the highway authority and which will include a suite of complimentary non-physical ~~soft~~ measures (i.e. provision of information and marketing and financial incentives) in order to encourage maximum take-up of the infrastructure provided.
- 3.19 The approach is expected to deliver a wide range of benefits (many of which will contribute to the aims of the Guildford LTP3 policies, such as:
1. a healthier population;
  2. improved accessibility and social inclusion;
  3. reduced congestion; and
  4. reduced local and global environmental impacts (i.e. reduced CO2 emissions).
- 3.20 The developer is willing to give consideration to Personal Travel Planning (PTP) for existing residents in the Fairlands scheme in order to reduce vehicular trips on the Aldershot . Guildford road corridor, as part of the scheme. This type of PTP ~~trip banking~~ can potentially lead to a reduction of 11 percent of car driver trips and a reduction of 12 percent in distances travelled by car for the areas that are targeted. This is based on research on Personal Travel Planning contained in the DfT Making Personal Travel Planning Work: Research Report (2007).

## 4 SUMMARY AND CONCLUSIONS

---

- 4.1 This report has been prepared by RPS on behalf of Thakeham Homes in support of a proposal for around 550 dwellings on land west of Fairlands to the north west of Guildford.
- 4.2 The development would facilitate a pedestrian connection to the existing facilities in Fairlands. It would also provide a high quality public transport interchange to encourage bus use by future residents and also by commuters on the existing Aldershot . Guildford road corridor. The public transport operator Stagecoach has confirmed it fully supports this significant measure.
- 4.3 Initial strategies are set out for Access and Parking, Highways (including off-site mitigation), Public Transport and Travel Planning. It is considered that the principles of these strategies are deliverable and are subject to full evolution further to detailed assessment work in due course. It is the developer's intention is to work collaboratively with the highway authority and other stakeholders including Stagecoach as part of this work.
- 4.4 It is concluded that the development of land to the west of Fairlands can be accommodated and provides a public transport scheme with wider benefits.

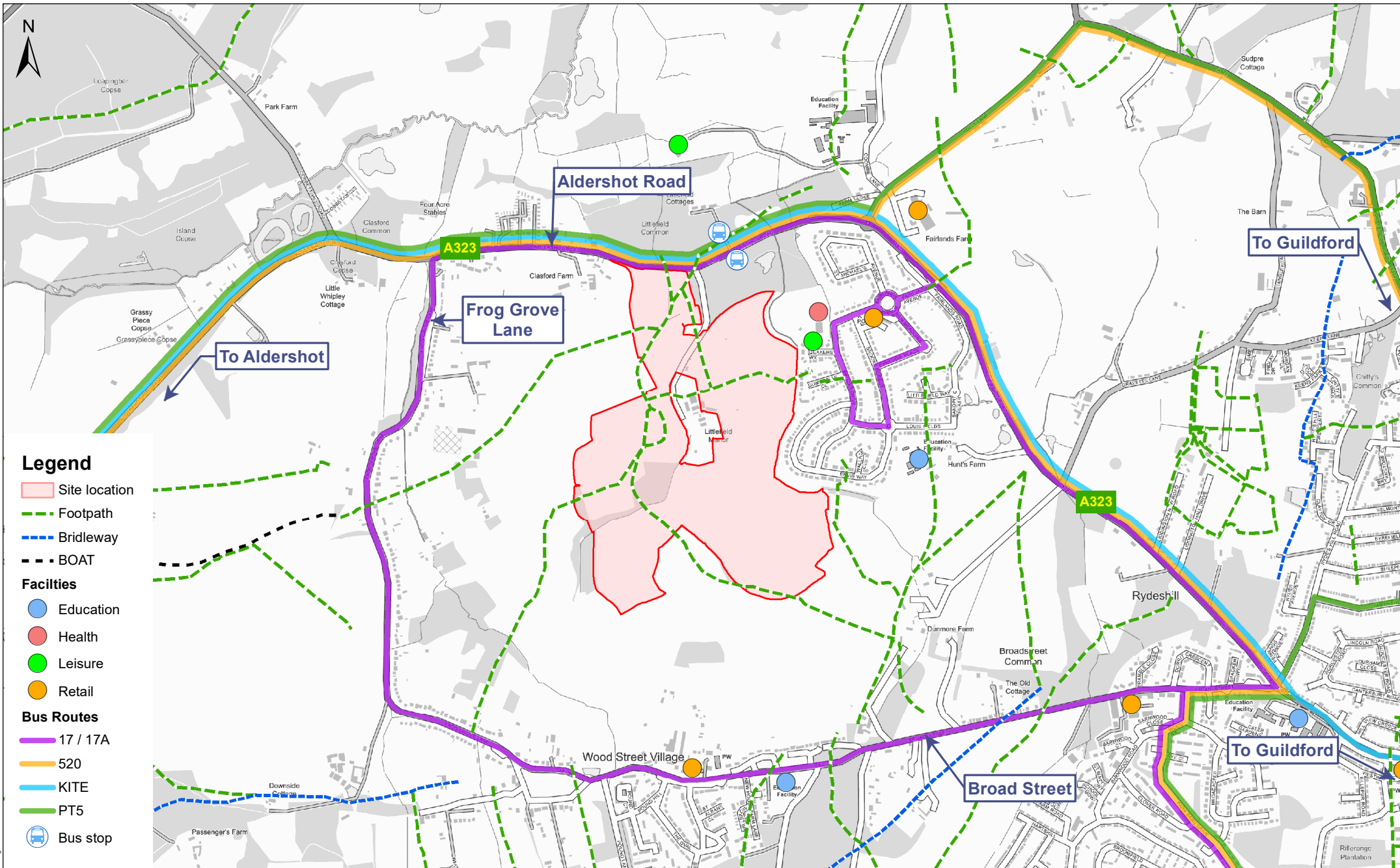
## **FIGURES**

---

Figure 2.1 . Site Location

Figure 3.1 . Access Strategy

Figure 3.2 . Proposed Access Design



**Legend**

- Site location
- Footpath
- Bridleway
- BOAT
- Facilities**
- Education
- Health
- Leisure
- Retail
- Bus Routes**
- 17 / 17A
- 520
- KITE
- PT5
- Bus stop

Path: C:\TRANSPORT\JNY9629\Drawings\9629-0001-01.mxd



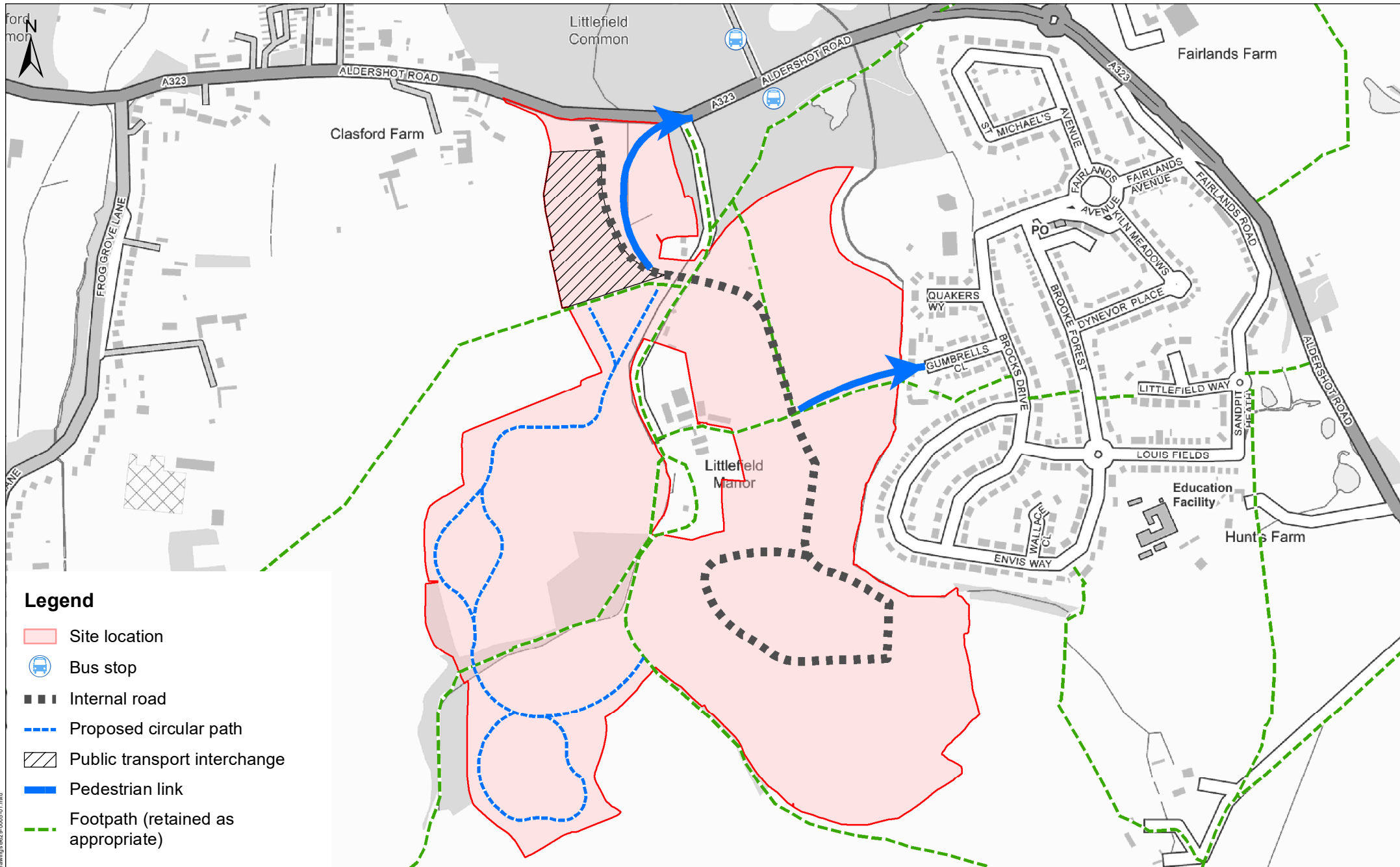
Date: May 2018    Scale: 1:15,000    Rev: 1  
 Dwg. No: JNY9629    Drawn: CR    Checked: AW

Project:  
**FAIRLANDS**  
 Title:  
**SITE LOCATION**

Figure No:  
**2.1**

Transport





**Legend**

- Site location
- Bus stop
- Internal road
- Proposed circular path
- Public transport interchange
- Pedestrian link
- Footpath (retained as appropriate)

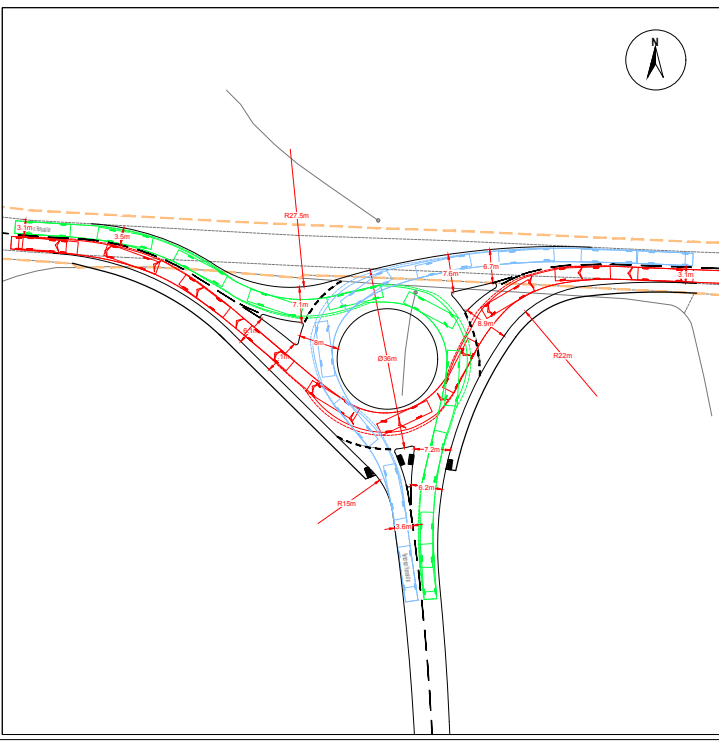
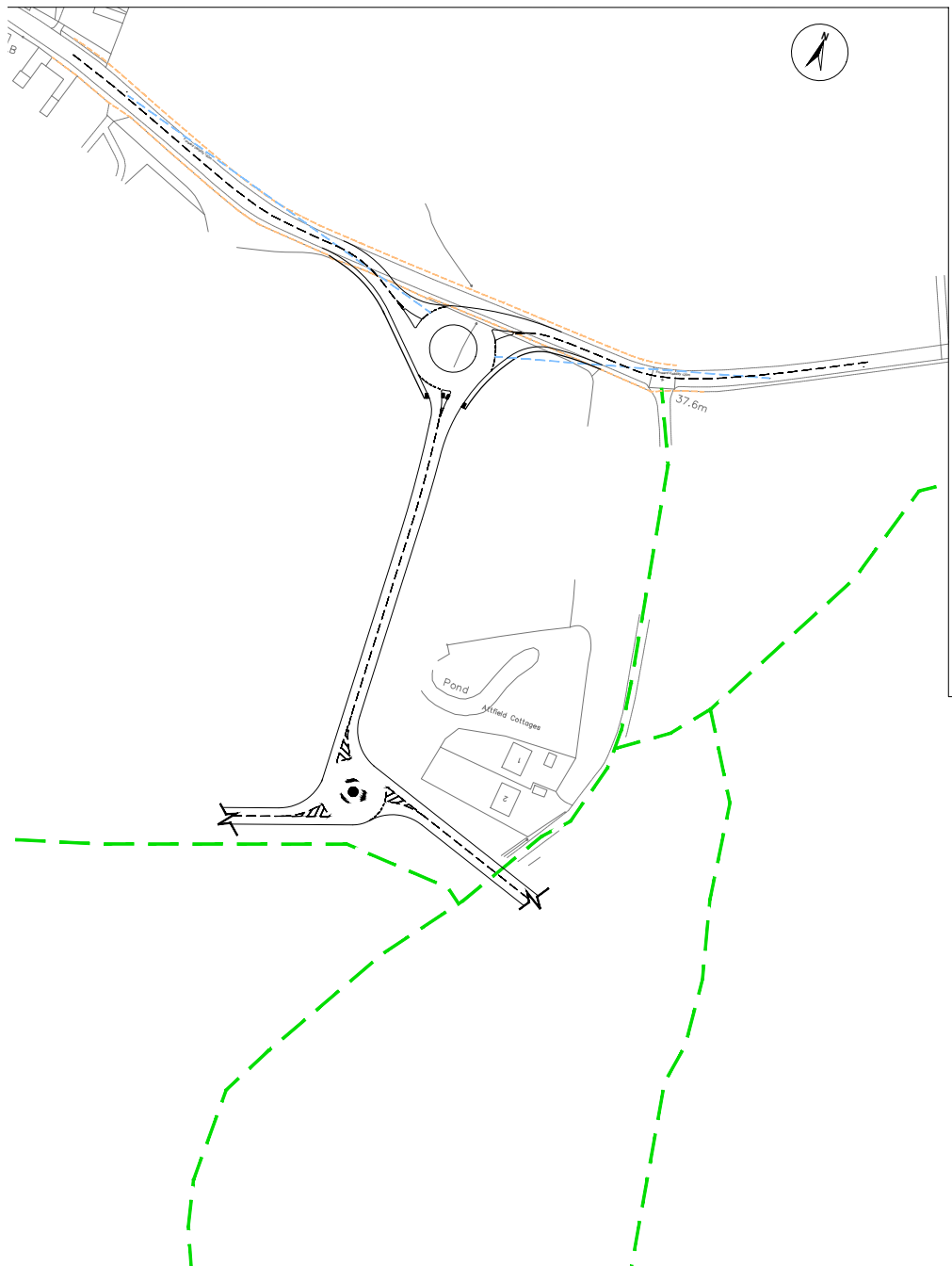


Date: May 2018    Scale: 1:7,000    Rev: 1  
 Drwg. No: JNY9629    Drawn: CR    Checked: AW

Project:  
**FAIRLANDS**  
 Title:  
**ACCESS STRATEGY**

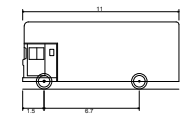
Figure No:  
**3.1**

Path: C:\TRANSPORT\JNY9629\Drawings\AS3-0005-01.mxd



This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.

If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used. DO NOT SCALE.



Pantechon / Removals Van	11,000mm
Overall Length	2,500mm
Overall Width	4,730mm
Overall Body Height	0,541m
Min Body Ground Clearance	2,500mm
Track Width	6,00s
Lock to Lock Time	12,200mm
Kerb to Kerb Turning Radius	

- - - - - Local Footpaths (Indicative)
- - - - - Site Boundary (Indicative)
- - - - - Highway Boundary (Indicative)

Taken from Drawing Number JNY9235-003



Date: May 2018 Scale: NTS Rev: 1  
 Drwg. No: JNY9629 Drawn: CR Checked: AW

Project: FAIRLANDS  
 Title: PROPOSED ACCESS DESIGN  
 Figure No: 3.2

# APPENDICES

---

# APPENDIX A – ATC DATA ON ALDERSHOT ROAD

---

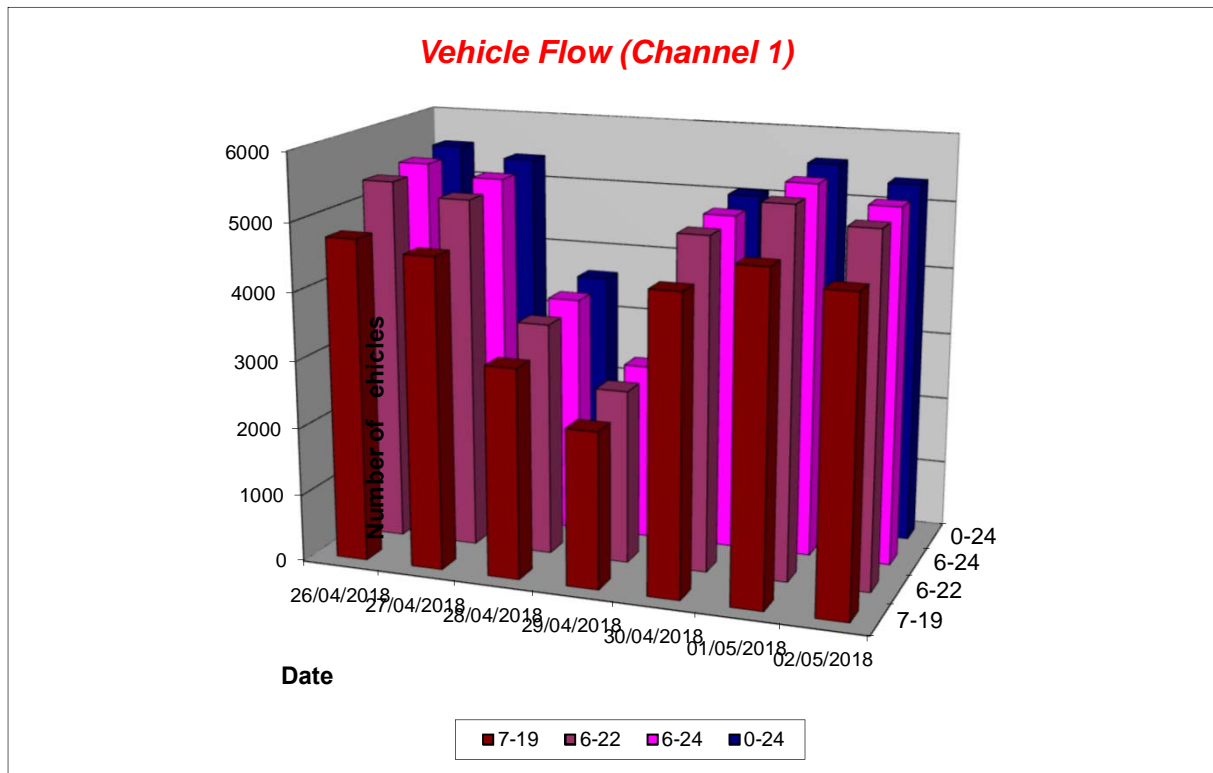
# Aldershot Road, Fairlands ATC

Channel 1 - Eastbound

Vehicle Flow

Week 1

Hr Ending	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday	01/05/2018 Tuesday	02/05/2018 Wednesday	5 Day Ave	7 Day Ave
1	9	22	21	29	3	4	22	12	16
2	6	11	14	17	2	8	13	8	10
3	5	4	4	10	4	4	4	4	5
4	2	7	9	1	8	6	8	6	6
5	15	5	13	11	11	20	8	12	12
6	50	57	21	13	56	43	58	53	43
7	263	212	65	23	223	268	197	233	179
8	673	655	143	62	678	699	660	673	510
9	675	667	247	99	577	673	654	649	513
10	565	438	298	194	479	589	458	506	432
11	310	289	311	250	276	312	292	296	291
12	311	266	309	270	265	294	281	283	285
13	308	302	318	285	288	310	283	298	299
14	286	324	310	239	261	300	297	294	288
15	337	321	251	199	303	343	308	322	295
16	306	356	244	200	343	289	329	325	295
17	346	365	269	187	305	367	371	351	316
18	363	352	240	182	339	363	381	360	317
19	273	254	161	147	261	259	247	259	229
20	185	181	136	114	142	186	207	180	164
21	105	100	78	69	115	109	117	109	99
22	61	94	64	50	53	54	80	68	65
23	53	61	55	36	41	56	63	55	52
24	24	44	43	19	17	28	22	27	28
7-19	4753	4589	3101	2314	4375	4798	4561	4615	4070
6-22	5367	5176	3444	2570	4908	5415	5162	5206	4577
6-24	5444	5281	3542	2625	4966	5499	5247	5287	4658
0-24	5531	5387	3624	2706	5050	5584	5360	5382	4749



# Aldershot Road, Fairlands ATC

## Channel 1 - Eastbound

## Average Speed

Week 1

Hr Ending	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday	01/05/2018 Tuesday	02/05/2018 Wednesday
1	48.0	44.9	43.7	40.8	53.0	41.8	42.4
2	45.5	51.6	39.4	42.7	35.5	45.5	52.0
3	48.0	33.0	41.8	44.0	48.0	48.0	33.0
4	48.0	46.6	42.7	38.0	41.8	51.3	43.6
5	47.2	50.0	42.8	49.1	46.4	48.4	49.2
6	46.4	46.3	48.7	44.3	44.4	46.5	46.7
7	44.6	43.8	44.5	47.3	44.1	44.6	43.9
8	41.7	41.4	43.4	44.7	41.4	41.9	41.5
9	42.2	41.2	42.2	43.3	41.4	42.3	41.5
10	41.8	41.6	40.3	42.8	40.6	41.6	41.6
11	41.5	41.4	39.6	41.4	41.7	41.8	41.3
12	43.2	42.7	42.0	41.4	41.9	43.0	43.1
13	41.9	42.1	40.9	41.1	42.1	41.9	42.3
14	42.3	42.4	41.4	43.1	42.0	41.9	43.4
15	41.3	40.9	42.4	43.5	42.2	41.4	41.0
16	41.2	41.6	42.0	43.5	41.9	41.5	41.4
17	42.0	42.1	43.0	43.8	43.1	41.9	41.7
18	42.4	42.8	43.6	43.6	43.4	42.6	42.7
19	42.8	43.5	44.8	44.3	43.3	43.2	42.6
20	43.3	43.5	43.7	44.9	44.7	43.5	44.6
21	43.6	43.6	43.5	43.7	46.0	43.3	43.8
22	42.6	42.5	42.8	45.8	44.9	42.2	42.8
23	45.0	43.0	42.7	43.6	43.2	44.2	43.9
24	43.4	44.3	43.0	45.1	44.8	43.4	43.0

10-12	42.3	42.0	40.8	41.4	41.8	42.4	42.2
14-16	41.3	41.3	42.2	43.5	42.0	41.4	41.2
0-24	42.3	42.1	42.1	43.0	42.3	42.3	42.2

Average	42.3
---------	------

## Channel 1 - Eastbound

## 85th Percentile

Hr Ending	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday	01/05/2018 Tuesday	02/05/2018 Wednesday
1	53.7	53.6	49.0	48.7	58.9	48.7	53.2
2	58.5	65.8	53.4	48.9	38.7	53.9	58.5
3	53.6	53.3	48.3	48.8	53.5	58.5	53.3
4	48.3	53.8	48.2	-	43.4	58.1	53.3
5	58.3	58.8	53.2	53.5	53.1	53.8	58.0
6	53.8	53.6	58.6	53.9	53.8	53.4	53.5
7	53.0	49.0	53.4	53.4	48.5	48.5	48.2
8	48.8	48.9	48.4	53.7	48.8	48.5	48.9
9	48.8	48.2	48.7	53.5	48.6	48.2	48.6
10	48.7	48.7	48.3	48.5	43.8	48.3	48.8
11	48.0	49.0	48.6	48.5	48.0	48.1	48.9
12	48.4	48.2	48.2	48.4	48.2	48.6	48.3
13	48.9	48.5	48.2	48.4	48.1	48.2	48.5
14	48.8	48.1	48.6	48.3	48.1	48.9	48.1
15	48.4	49.0	48.1	48.1	48.3	48.1	48.6
16	49.0	48.7	48.5	48.2	48.1	48.4	48.4
17	48.9	48.0	48.9	49.0	48.0	48.3	49.0
18	48.1	48.6	48.3	48.1	48.5	48.9	48.1
19	48.9	48.1	53.8	48.4	48.7	48.8	48.9
20	48.4	48.1	48.4	53.4	48.5	48.3	48.6
21	48.5	48.8	48.3	48.5	53.8	48.7	48.3
22	48.8	48.3	48.9	53.2	53.1	48.3	48.1
23	53.1	48.0	48.6	48.5	48.2	53.1	53.5
24	48.6	48.3	48.6	53.3	48.7	53.0	53.2

10-12	48.5	48.4	48.4	48.6	48.5	48.3	49.0
14-16	48.3	48.3	48.1	48.5	48.4	48.8	48.1
0-24	48.6	48.9	48.6	48.2	48.1	48.3	48.0

85th %ile	48.4
-----------	------

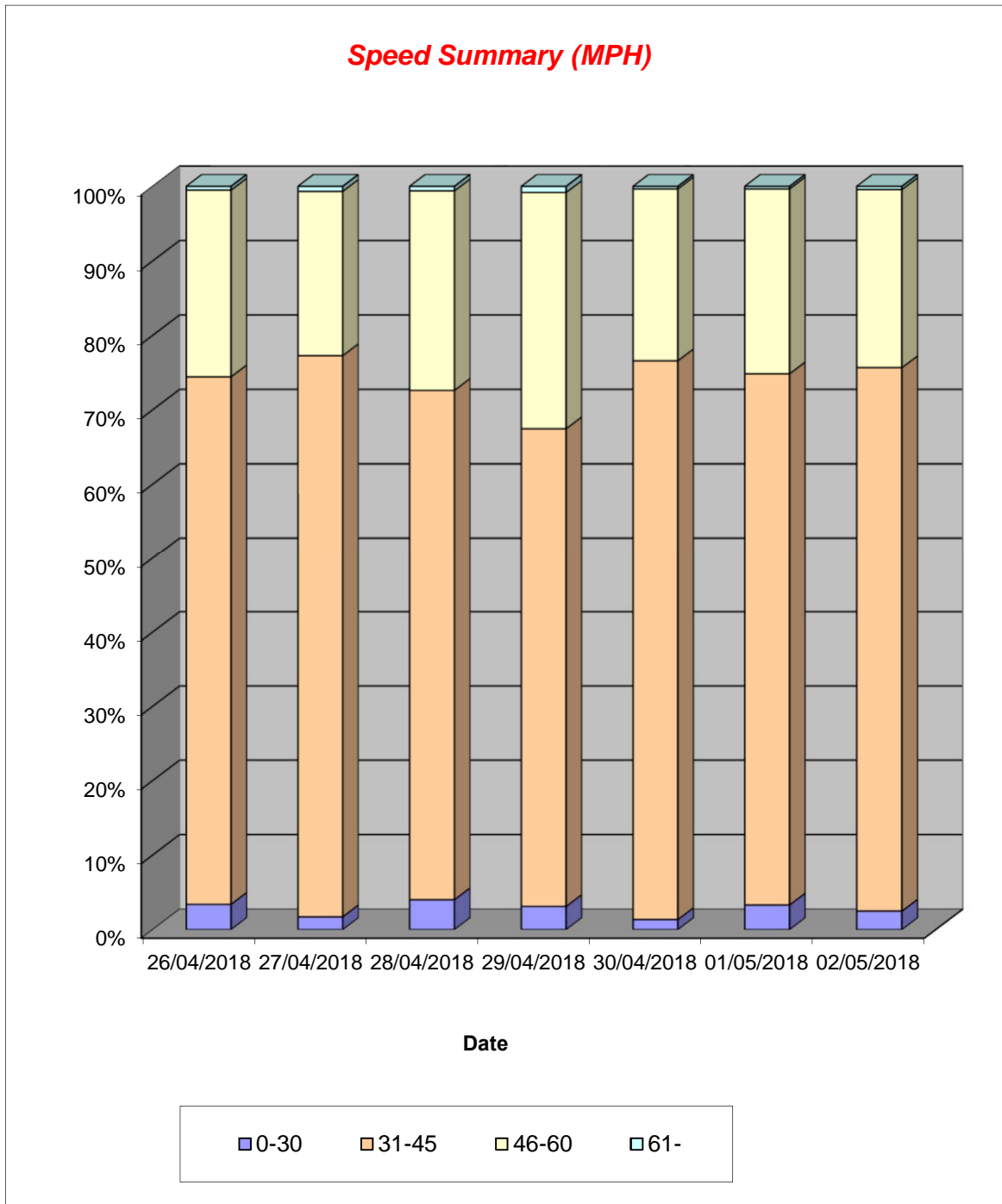
# Aldershot Road, Fairlands ATC

Channel 1 - Eastbound

Speed Summary

Week 1

Speed (MPH)	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday	01/05/2018 Tuesday	02/05/2018 Wednesday
0-30	187	92	145	84	68	184	133
31-45	3929	4070	2486	1741	3799	3994	3922
46-60	1387	1189	971	859	1166	1387	1282
61-	28	36	22	22	17	19	23
<b>TOTAL</b>	<b>5531</b>	<b>5387</b>	<b>3624</b>	<b>2706</b>	<b>5050</b>	<b>5584</b>	<b>5360</b>



# Aldershot Road, Fairlands ATC

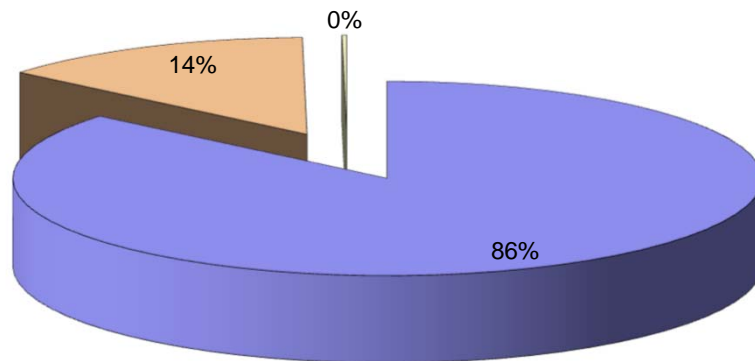
Channel 1 - Eastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LG / Caravan - 1	OG 1 / Bus - 2,3,5,6,7,12	OG 2 - 4,8,9,10,11,13	TOTAL - 1-13
26/04/2018				
7-19	4005	739	9	4753
6-22	4536	819	12	5367
6-24	4606	826	12	5444
0-24	4684	835	12	5531
27/04/2018				
7-19	3893	688	8	4589
6-22	4413	753	10	5176
6-24	4508	763	10	5281
0-24	4604	772	11	5387
28/04/2018				
7-19	2749	352	0	3101
6-22	3057	387	0	3444
6-24	3150	392	0	3542
0-24	3220	404	0	3624
29/04/2018				
7-19	2109	202	3	2314
6-22	2351	216	3	2570
6-24	2403	219	3	2625
0-24	2475	228	3	2706
30/04/2018				
7-19	3689	675	11	4375
6-22	4156	739	13	4908
6-24	4209	744	13	4966
0-24	4285	752	13	5050
01/05/2018				
7-19	4090	699	9	4798
6-22	4630	773	12	5415
6-24	4706	781	12	5499
0-24	4781	791	12	5584
02/05/2018				
7-19	3852	696	13	4561
6-22	4378	769	15	5162
6-24	4456	776	15	5247
0-24	4556	787	17	5360
Average				
7-19	3484	579	8	4070
6-22	3932	637	9	4577
6-24	4005	643	9	4658
0-24	4086	653	10	4749

**Total Vehicle Class Distribution**





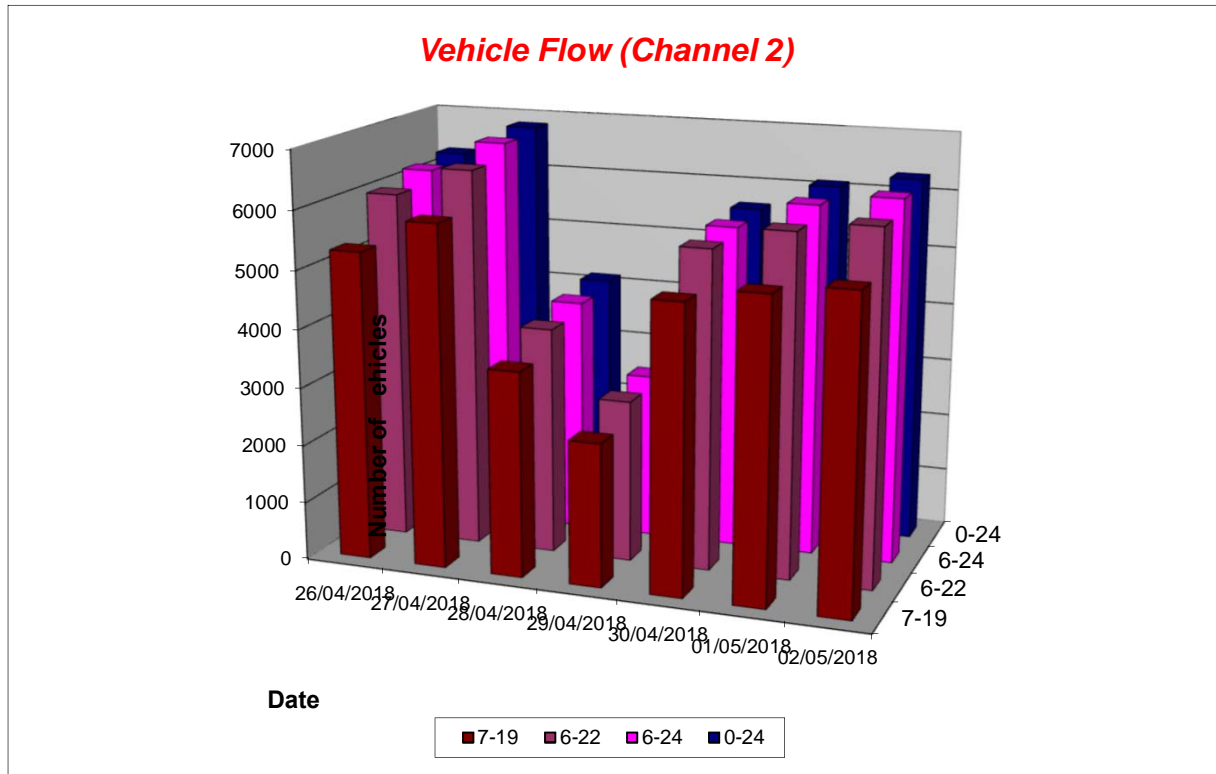
# Aldershot Road, Fairlands ATC

Channel 2 - Westbound

Vehicle Flow

Week 1

Hr Ending	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday	01/05/2018 Tuesday	02/05/2018 Wednesday	5 Day Ave	7 Day Ave
1	23	23	42	44	7	16	30	20	26
2	8	9	19	16	6	11	11	9	11
3	4	7	9	10	4	2	4	4	6
4	13	7	8	7	1	2	6	6	6
5	9	8	9	6	9	5	11	8	8
6	28	25	13	9	31	33	22	28	23
7	132	99	38	21	122	142	91	117	92
8	342	307	117	64	317	340	327	327	259
9	503	488	184	83	510	499	494	499	394
10	328	361	273	148	391	321	366	353	313
11	271	283	321	234	251	290	289	277	277
12	293	308	349	280	246	290	318	291	298
13	316	397	389	284	329	315	285	328	331
14	331	410	345	256	284	319	316	332	323
15	363	459	344	242	370	355	379	385	359
16	542	652	363	250	451	508	519	534	469
17	713	815	329	260	631	671	704	707	589
18	811	795	288	211	689	772	767	767	619
19	484	590	223	153	438	465	550	505	415
20	261	260	143	133	214	248	285	254	221
21	158	136	118	85	137	157	176	153	138
22	159	141	77	80	95	160	158	143	124
23	138	134	76	44	66	128	141	121	104
24	56	115	67	21	24	50	58	61	56
7-19	5297	5865	3525	2465	4907	5145	5314	5306	4645
6-22	6007	6501	3901	2784	5475	5852	6024	5972	5221
6-24	6201	6750	4044	2849	5565	6030	6223	6154	5380
0-24	6286	6829	4144	2941	5623	6099	6307	6229	5461



# Aldershot Road, Fairlands ATC

Channel 2 - Westbound

Average Speed

Week 1

Hr Ending	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday	01/05/2018 Tuesday	02/05/2018 Wednesday
1	47.5	47.0	48.0	44.6	50.5	45.5	47.1
2	50.5	49.9	41.6	44.4	45.1	43.0	51.9
3	43.0	39.1	45.5	44.5	49.9	48.0	39.2
4	49.5	47.3	43.6	43.7	38.0	50.5	46.3
5	48.6	46.1	47.4	40.5	38.8	43.0	46.6
6	46.2	46.0	47.4	43.6	45.1	46.0	46.2
7	45.1	43.5	46.8	47.9	44.1	45.4	43.1
8	41.6	42.3	45.0	44.2	42.3	41.6	42.5
9	41.7	41.5	42.8	45.1	41.2	42.0	41.3
10	41.3	41.1	38.1	44.0	40.9	40.9	40.8
11	41.2	41.3	36.3	41.1	42.2	41.1	40.8
12	42.1	42.8	41.3	41.8	41.4	42.1	43.0
13	41.8	41.7	42.4	42.6	41.2	41.7	40.9
14	41.2	42.4	42.3	43.6	41.1	41.2	41.1
15	40.9	40.9	42.5	42.7	41.7	40.8	41.5
16	40.6	41.3	42.8	42.1	41.7	40.6	40.7
17	42.2	40.8	42.8	43.5	42.4	42.1	41.3
18	41.1	41.8	43.4	45.1	42.2	41.2	41.4
19	42.9	43.4	43.2	44.4	44.3	42.8	42.7
20	43.9	44.5	45.3	44.8	44.0	43.2	43.5
21	44.8	44.3	45.0	44.7	45.0	44.7	43.8
22	44.2	42.1	43.7	44.8	43.9	44.4	44.5
23	44.6	44.0	44.9	47.8	44.1	44.7	44.2
24	47.7	42.0	43.4	47.2	47.2	47.8	47.1

10-12	41.7	42.1	38.9	41.5	41.8	41.6	41.9
14-16	40.7	41.1	42.6	42.4	41.7	40.7	41.1
0-24	42.1	42.0	42.2	43.4	42.3	42.0	41.9

Average	42.3
---------	------

Channel 2 - Westbound

85th Percentile

Hr Ending	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday	01/05/2018 Tuesday	02/05/2018 Wednesday
1	53.3	53.3	53.7	48.6	65.7	48.6	53.8
2	58.5	58.3	48.5	48.3	65.7	53.8	58.3
3	48.9	48.2	53.6	48.1	65.8	53.5	48.7
4	58.5	53.5	48.2	53.2	-	53.2	53.4
5	58.4	53.2	53.5	43.1	48.1	53.9	53.8
6	53.8	48.6	53.7	53.4	48.5	53.4	48.7
7	53.8	48.4	53.8	54.0	53.8	53.3	48.4
8	48.7	48.9	53.4	48.5	48.8	48.8	48.1
9	48.7	48.5	48.9	53.5	48.3	48.2	48.4
10	49.0	48.2	48.7	54.0	49.0	48.4	48.3
11	48.3	48.7	43.1	48.2	48.8	48.2	43.7
12	48.5	48.7	48.6	48.4	48.7	48.9	48.3
13	48.4	48.6	48.7	48.4	48.9	48.6	48.8
14	48.7	48.8	48.0	48.3	48.9	48.4	48.2
15	48.2	48.2	48.4	48.5	48.4	48.4	48.6
16	48.4	48.8	48.4	48.1	48.1	48.9	49.0
17	48.5	48.2	48.3	48.5	49.0	48.6	48.2
18	48.8	49.0	49.0	54.0	48.8	48.9	48.9
19	48.5	48.1	48.8	48.6	53.7	48.5	48.1
20	53.4	48.1	53.7	53.9	53.4	53.3	49.0
21	53.5	48.8	53.4	48.7	53.0	53.9	53.6
22	53.2	48.4	48.7	53.4	53.2	53.3	53.6
23	53.6	48.5	53.3	53.7	48.2	53.3	48.9
24	53.5	48.1	53.4	58.1	53.5	53.2	53.6

10-12	48.7	48.1	48.4	48.8	48.4	48.3	48.2
14-16	48.9	48.2	48.9	48.7	48.1	48.0	48.9
0-24	48.4	48.0	48.1	48.5	48.3	48.7	48.1

85th %ile	48.3
-----------	------

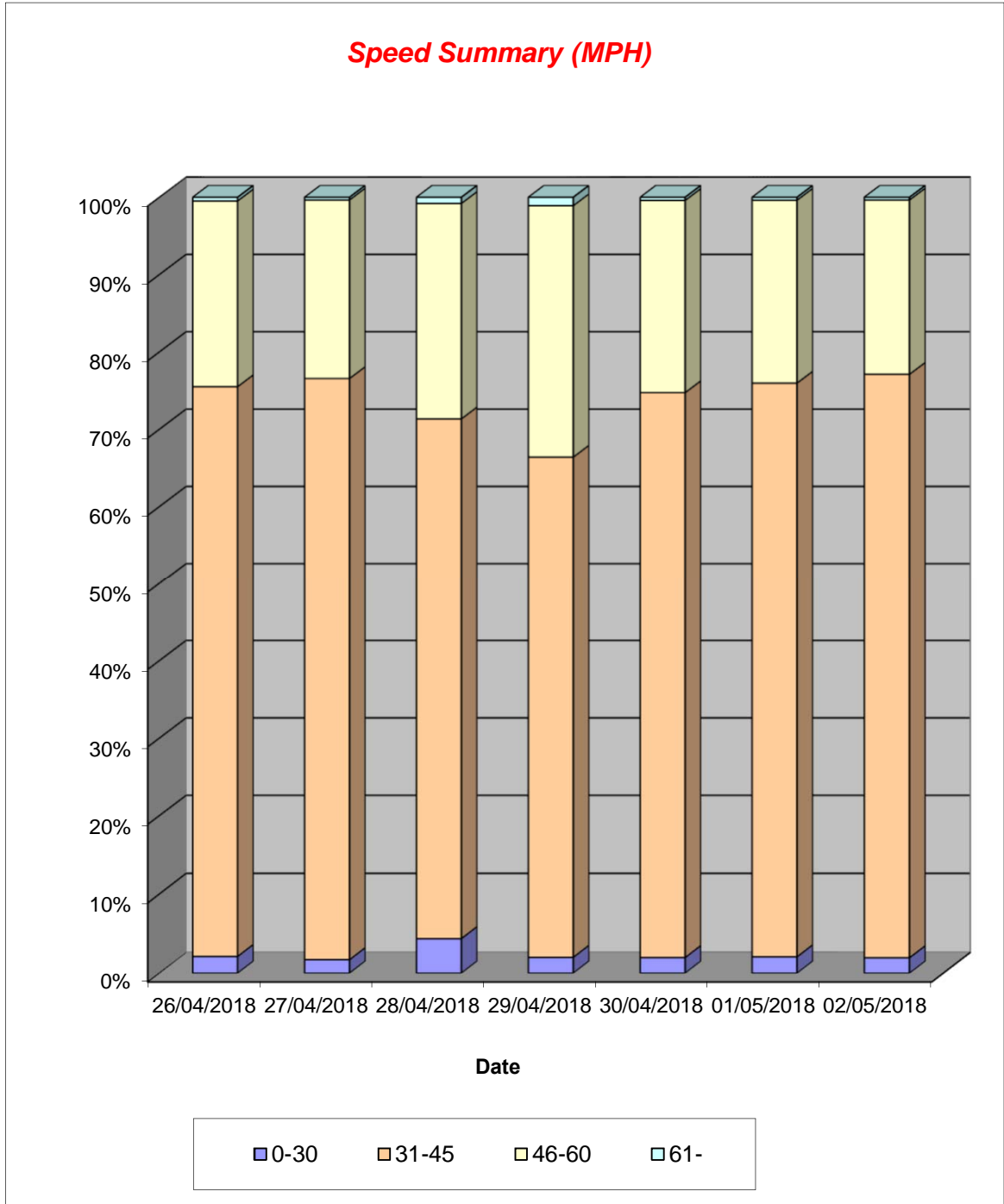
# Aldershot Road, Fairlands ATC

Channel 2 - Westbound

Speed Summary

Week 1

Speed (MPH)	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday	01/05/2018 Tuesday	02/05/2018 Wednesday
0-30	133	116	181	59	111	126	123
31-45	4614	5113	2776	1894	4092	4508	4741
46-60	1509	1576	1154	956	1397	1442	1421
61-	30	24	33	32	23	23	22
<b>TOTAL</b>	<b>6286</b>	<b>6829</b>	<b>4144</b>	<b>2941</b>	<b>5623</b>	<b>6099</b>	<b>6307</b>



# Aldershot Road, Fairlands ATC

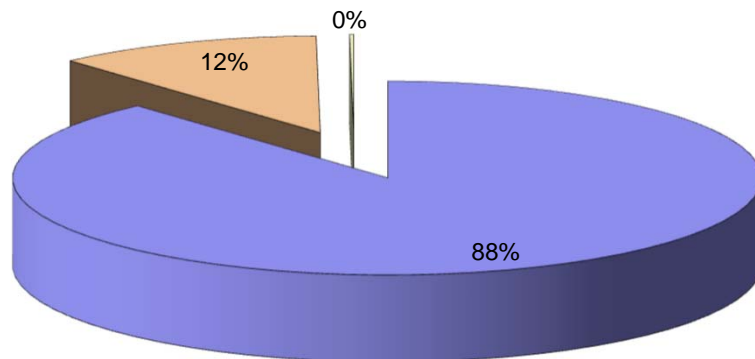
Channel 2 - Westbound

Vehicle Class

Week 1

Classes Day / Time	Car / LG / Caravan - 1	OG 1 / Bus - 2,3,5,6,7,12	OG 2 - 4,8,9,10,11,13	TOTAL - 1-13
26/04/2018				
7-19	4585	698	14	5297
6-22	5243	748	16	6007
6-24	5425	760	16	6201
0-24	5502	767	17	6286
27/04/2018				
7-19	5108	750	7	5865
6-22	5682	811	8	6501
6-24	5923	819	8	6750
0-24	5993	828	8	6829
28/04/2018				
7-19	3201	322	2	3525
6-22	3555	344	2	3901
6-24	3685	347	2	4044
0-24	3785	357	2	4144
29/04/2018				
7-19	2260	204	1	2465
6-22	2566	217	1	2784
6-24	2622	226	1	2849
0-24	2707	233	1	2941
30/04/2018				
7-19	4265	632	10	4907
6-22	4768	697	10	5475
6-24	4852	703	10	5565
0-24	4905	708	10	5623
01/05/2018				
7-19	4469	661	15	5145
6-22	5122	713	17	5852
6-24	5289	724	17	6030
0-24	5349	731	19	6099
02/05/2018				
7-19	4612	693	9	5314
6-22	5271	742	11	6024
6-24	5465	747	11	6223
0-24	5539	756	12	6307
Average				
7-19	4071	566	8	4645
6-22	4601	610	9	5221
6-24	4753	618	9	5380
0-24	4826	626	10	5461

**Total Vehicle Class Distribution**



**APPENDIX B – STAGECOACH’S LETTER OF SUPPORT**

---

Craig Rawlinson  
Director- Transport and Infrastructure  
RPS Planning and Transportation  
260 Park Avenue  
Aztec West  
Almondsbury  
BRISTOL  
BS32 4SY

Bus Station  
Southgate, Chichester  
West Sussex  
PO19 8DG

T 01243 755850  
F 01243 528743

[stagecoachbus.com](http://stagecoachbus.com)



8<sup>th</sup> May 2018

Dear Craig,

**Land West of Fairlands, Worplesdon, Guildford: Park and Ride and Public Transport Strategy**

I am pleased to confirm that Stagecoach South strongly supports the concept of a proposed Park and Ride, that forms part of an integrated transport strategy in support of the promotion of land West of Fairlands, south of the Aldershot Road, lying north west of Guildford, as a suitable additional site to help meet the very acute housing needs of the area.

In fact, we wish to record our broader support for the proposals, given that they benefit in our view from being inherently at least as sustainably located as most other options considered by the Council to meet its housing needs; and because the excellent opportunities that exist to make fullest use of sustainable transport choices have been identified and fully taken up as part of the proposals. No other proposed strategic allocation in the Borough can take advantage of such a frequent public transport offer between two major destinations, being Guildford and Aldershot.

The Guildford Borough Local Plan: Strategy and Sites, was submitted for independent Examination last year, and Stagecoach notes that this site has been omitted from the Plan. We also are well aware that Guildford Borough Council accepts that accommodating the assessed development needs of the area justifies the exceptional circumstances that support appropriate sites being released from the Metropolitan Green Belt. The Plan also clearly acknowledges the serious and chronic pressure on transport infrastructure and services, as a strategic issue that needs to be addressed by the Plan's development strategy and policies. Finally we note that Her Majesty's duly-appointed Inspector has, in his letter to the Council of 23<sup>rd</sup> March 2018, made clear that he expects the Council to reconsider its approach in a number of major respects. These include the likely requirement that the Borough's own objectively assessed housing need must rise in response to the very clear affordability signals and size of affordable housing requirement; that the housing trajectory needs to seek an earlier uplift in delivery rates; and that an appropriate contribution to meeting need arising in more constrained adjoining authorities, notably Woking, needs to be made by the Plan.

As such, it is likely that additional sustainably-located housing sites will need to be identified for release through the Local Plan, that can be brought forward as soon as possible, and all other credible options beyond the Green Belt have already been adequately explored. This necessitates

additional sites to be found in the Green Belt and the Council should draw on evidence to identify the most suitable sites to address this need as part of this plan period, in accordance with the NPPF. Stagecoach recognises that land West of Fairlands is eminently well positioned to help the Council address the challenge of finding sufficient suitably-sustainable and deliverable housing land, not least in its ability to take advantage of high-quality public transport.

Regarding the concept of a Park and Ride in this location, there is a great deal to suggest that these proposals are both appropriate and likely to be effective.

Guildford benefits currently from a comprehensive Park and Ride offer on many key arterial approaches, which is long established and popular with those having a destination in the town. As such, the relevance of the offer is locally proven across a wide range of interception corridors. However, there are no existing Park and Ride facilities provided on any of the northern or north-western approaches to Guildford, which represents a notable gap. This proposal could credibly intercept journeys not just on the A323 but also on the A322 Worplesdon Road and Bagshot Road corridors, via Holly Lane. There is no reason therefore, why motorists approaching the town via the A323 Aldershot Road corridor would not similarly take advantage of such a facility. It should be added that residents of committed development within the Borough and a little beyond around the Ash and Tongham areas, could well seek to approach Guildford along the A323, and thus the P+R would serve to directly mitigate additional pressure on the corridor that is bound to arise from this source.

The concept of a local developer-funded Park and Ride, supplementing a pre-existing network of Council-provided sites, is already proven in similar contexts elsewhere. The Pitt Park and Ride off Romsey Road in Winchester, offers just 200 spaces, and within a year reached occupancy levels of well over 80%: a figure that has since risen further. Like the proposed Aldershot Road facility this relies, especially at peak times, on frequent passing commercial bus services, and there is no reliance on a dedicated publicly funded bus service. A similar facility is being provided in Winchester as part of the Barton Farm proposals on the northern approaches to the City, and also in Exeter at Westclyst supporting strategic development committed north east of that City. We consider that the larger facility (of up to 450 spaces) being proposed West of Fairlands is capable of mitigating the transport impacts from the site and will help to address extant issues on the A323.

The attractiveness of any Park and Ride depends on minimising the “friction” of changing modes, and offering a reliable and direct route into the ultimate destination. The site would benefit from at least 4 buses per hour through the Aldershot to Guildford “Kite” service running up to every 15 minutes and our experience operating P+R sites in a range of localities, suggests that this frequency of service is sufficient, in combination with other factors, to divert passing motorists. We would point out that existing Guildford P+R services 300 and 400 both operate on this frequency. However a higher frequency especially at peak times, would serve to both add the necessary further capacity, and make the overall service offer rather more attractive and still more effective. We note and welcome the promoter’s indication that they are already of this view, and we are committed to working with the client team to secure and deliver any such frequency uplift that might be considered appropriate.

A faster and more reliable journey to the city centre, and where relevant other major destinations, is also essential if a Park and Ride offer is to attract the highest possible degree of usage. At peaks the

Kite sustains only a 20-minute frequency because of chronic congestion on the approaches to Guildford. Providing frequent and reliable service demands that this matter is mitigated. Again we note and applaud that Thakeham's Deliverability Document submission before the Local Plan Examination, recognises this, and is looking at means to provide bus priority along the corridor. Quite apart from improving the attractiveness of the bus service for P+R users, it would also serve to support a broader mode shift away from personal car use towards bus in the wider corridor.

With regards to travel demand from the site itself, the Kite route operates directly to Aldershot as well as to Guildford. No other proposed strategic allocation in the Borough can take advantage of so frequent a public transport offer to two major destinations.

The bus service offer at the proposed scheme would, for some residents, be further than the typically used 400m walk-to-a-bus stop threshold that has been cited by CIHT in its 1999 guidance, and oft-repeated. This itself relied on a 1973 Ministerial Circular that had no empirical evidential basis. Our view is that this should not be seen as a prescriptive parameter. While having services close at hand obviously improves the attractiveness of bus services, all things being equal, our experience is that good quality frequent direct bus services are greatly more attractive than lower frequency ones, especially where those further suffer from journey times even more extended by a tortuous route serving a variety of small neighbourhoods off-line the main corridor. This experience is now backed by more formal empirical research, that suggests that in urban contexts walking distances of up to about 600m are made by the public to high-quality bus services, and more significant still, that the public will usually walk past nearer bus stops offering only low-frequency services to reach direct higher frequency services beyond. As a concluding comment, government is seeking to encourage more walking on a daily basis in support of healthier lifestyles, and a 600m walk each way goes a long way to meeting the daily minimum recommended walk for adults.

For those unable or less willing to walk to the P+R stops, we recommend that cycling facilities are provided as well as dedicated "stop and drop" bays.

The 15 minute frequency on the Kite is equal to or exceeds that offered on any existing town service serving peripheral neighbourhoods of Guildford. Therefore it is possible to conclude that the service offer to the residents of the promotion could credibly expect to approach the highest peak bus mode shares achieved within in the city, which would be materially further boosted by improved peak frequency and bus priority measures.

We therefore conclude that the site under promotion West of Fairlands represents a development option that demonstrably meets the requirements of the National Planning Policy Framework that requires the patterns of growth to be actively managed by both plan-makers and decision takers, to make the fullest possible use of public transport. It does so to a degree that we consider is at least comparable to, and probably exceeds the options already selected by the Council. We believe that the proposed strategy to serve the site by public transport, including the Park and Ride, is both appropriate and highly deliverable. We believe that Stagecoach's experience locally and beyond strongly supports the view that it will be effective in diverting and consolidating existing traffic on the corridor towards the city centre, materially damping the existing demand for single occupancy car use downstream, as well as providing an attractive boarding point for local residents on the site itself.



We look forward to working with Thakeham Homes and its client team to refine the proposals in the short term, to further substantiate the narrative above.

I trust that the foregoing is helpful and makes the position clear. Do not hesitate to contact me to discuss any matter arising further. For now I am

Yours sincerely



Edward Hodgson  
Managing Director

